

FORMING A COMPLETE RECORD OF THE PROCEEDINGS OF ALL PUBLIC COMPANIES.

{ STAMPED.....SIXPENCE.
{ UNSTAMPED..FIVEPENCE.

CAUTIOUS MAN.—MR. HALSE, MINING BROKER,
28, THREADNEEDLE STREET, E.C., the writer of the letters in the MINING
JOURNAL signed "A Cautious Man," informs speculators who are not his clients that his
for advice is one guinea. One fee may be the means of saving hundreds of pounds.
can recommend a few good mines, which in all probability will have a good rise be-
fore long. *Residence, 28, Threadneedle Street, London, E.C.*

Original Correspondence.

RATING COAL MINES.

SIR,—The operations of the rating committee under the recent Act are bringing this subject prominently into notice. In respect to its uniformity seems as improvable under the new arrangement as under its predecessor. The peculiarities hitherto belonging to different districts seem likely to be perpetuated. There seems an absolute want of a generally applicable principle. We find the Chairman of the Newcastle Coal Trade recommending one plan; Mr. Hedley, of Sunderland, another; and Mr. Owen, of South Wales, a third, the object of each being to determine the rateable value of coal mines. Is it because there is really no fixed principle generally applicable, or is it the diversity of interest, which produces such a diversity of opinion on the subject?

The principle laid down in 6 and 7 William IV., that the rate "shall be made upon the net annual value of the property rated—that is to say, of the rent at which the same might reasonably be expected to let from year to year, free from all usual tenants' rates and taxes, and tithes commutation, rent charge, if any, and deducting therefrom the annual cost of the repairs, insurance, and other expenses necessary to maintain them in a state to command such rent," seems not difficult to understand, nor, indeed, to apply. In the case of a house, shop, or farm, which is really occupied by a tenant, there seems no difficulty in applying the principle just stated; and, so in the case of the house, &c., be occupied by the owner, the question to be decided is the net annual value. For this purpose its value is to be estimated as compared with similar property in the locality.

The difficulty of applying the same mode of valuation to a colliery is that they are seldom let complete with every appliance in the condition of a current working mine. To arrive at a just estimate of their "net annual value," it is evident that, as the basis of the estimate, they must be presumed to be let under such circumstances and in such condition, the combined interest of lessor and lessee having been presumed as transferred to a tenant from year to year. The question thus resolves itself into what, in such a case, is the amount of annual "rent at which the same might reasonably be expected to let from year to year."

In endeavouring to obtain a just principle by which to arrive at this reasonable rent, it is evident that the outlay, or capital expended, in bringing the mine into such current working circumstances and condition, is not the true basis of such estimate. The amount of capital required to enable the same amount of production to be realised may be and often is, very different in different districts, and even in the same district. The depth or the difficulties encountered in sinking the shafts, by reason of the quantity of water met with, or the presence of quicksands, may have been much greater in one case than in the other. The two cases of South Hetton and Murton Collieries, belonging to the same company, may be cited as illustrative examples, the first perhaps the cheapest, and the last the most costly, winning in the county of Durham, under similar circumstances of depth. Clearly the amount of rate cannot be justly made in proportion to the capital expenditure, without it be so in an inverse ratio. In support of this argument I quote an admitted authority on this subject:—"It has been distinctly decided that a coal mine must be rated at such a sum as it will let for, and not for the full annual value of the coals produced, after deducting the costs of working, and that the sum must be calculated without reference to the money expended in rendering it productive." See Bainbridge, page 456.

Nor can the amount of coals annually raised be admitted a proper basis of such estimate, the cost of production being dependent on a variety of circumstances. The coal may be hard or soft, thick or thin, with good or bad roof or floor, wet or dry, free from or much troubled by faults, of moderate or severe inclination, each producing an important effect on the cost of production. The produce, when obtained, may be of good or bad quality, and, consequently, of variable value when sold.

Nor can even the amount of coal rent (improperly so called), or royalty paid the lessor for the privilege of extracting and appropriating the coal bed, be considered a fair basis of estimate. In working a coal bed it necessarily and unavoidably becomes utterly used up or destroyed, the royalty payable for which obviously includes not occupation rent only, but the absolute purchase by instalments of the whole bed. It is, so to speak, the purchasing of the raw material, from which, by the processes of working, the coal for sale is manufactured. And, besides, there is great difference in the amount of rent actually paid, varying from 3d. to 1s. or 1s. 3d. per ton on the coals sold. Clearly, coal worked under similar circumstances, and the produce raised being of similar value, but paying unequal tonnage rents, would be unequally and, consequently, illegally rated, if the rating were based on the tonnage rents paid to the lessor. Nor would the case be improved by its being estimated on the fixed annual or minimum rent. This has been frequently paid for years before the colliery was brought into a current working or productive condition, or even before the shafts were sunk; and sometimes for long after the originally leased area had been exhausted, the plant, &c., continuing to be used for working coal out of adjoining royalties. The quantity of coal worked may be less or more than the quantity required to cover the annual minimum rent. When the quantity of coal worked is less than is thus required, the rent clearly cannot be the proper basis of estimates. By reason of an insufficient quantity of coal having been worked (perhaps even none whatever) for a considerable period of time, to cover the rent now being considered, overpaid rents may have seriously accumulated, and during subsequent years the minimum quantity may have been far exceeded, without more than the annual minimum rent or fixed rent being paid, in either case such rent cannot be a proper basis of estimate, as applicable alike to all cases. I have known in two adjoining collieries, working in the same bed, the one paying four times the annual rent from this cause, although they were producing an equal quantity of coal. This coal rent, also, frequently in different collieries bears a widely different proportion to the area of coal leased, varying from 1l. or less to 6l. or 7l. per acre of workable coal. Clearly neither fixed royalty or tonnage rates of coal rent can be taken as an equitable basis on which to estimate the net annual value for which any given colliery will let from year to year. The authority already quoted says, "The actual rent paid to the landlord never was considered to be a certain criterion of rateable value; in mining it is no criterion at all."

What, then, is the proper method of arriving at the rent value, and, consequently, the rateable value, of a coal mine or colliery, with all its necessary appurtenances and appliances for its proper and efficient working? What would be the method of enquiry an adventurer desirous of renting the colliery, under the circumstances described, would pursue? Would he consider it essential to know whether the original expenditure or cost of the works had been 20,000l. or 40,000l.? Would it be material to him whether economy or extravagance had been the rule adopted in their construction? Would he consider the capital expended worthy his serious consideration? Certainly not. Would the capabilities of production alone, without due consideration of the cost of production and the market value of the coal when sold, satisfy his enquiries? Would it be satisfactory to him to know that the rent-charges were unduly exorbitant, and disproportionate to the area of coal to be worked, or to its value when raised to the surface? I presume they would rather be something as follows:—namely,

1. What is the probable quantity of coals which the colliery will be likely to produce, and be able to dispose of, during the year for which I am to become tenant?
2. What will be the probable average value of this quantity when raised and sold?
3. What will be the probable cost of production, including management, labour, materials, tenants' rates and taxes, cost of repairs, and other "expenses incident to the mine, the machinery, works, ways, staitchs, buildings, and all other necessary appurtenances of the colliery, so far as they are situated within the area of the district, parish, or township for which the rate is to be levied?"
4. What amount would be a reasonable and proper tenant's profit, and also to cover risk from accidents, &c., for colliery property in general cannot be insured?
5. What, under these circumstances, would be a fair and equitable rent for me to pay for the occupation of this colliery, with all its appurtenances, for the year for which the enquiry is to be made?

I submit that such investigations are only what any person wishing to become the tenant of such a colliery would pursue, and are also those necessary to estimate justly the rateable value of the same. I have not included the redemption of capital expended in the original construction of the works, inasmuch as I deem this more a question of the landlord's than of the supposed tenant, and must, properly, be covered by the rent which can be realised by this mode of estimation.

I am well aware that the fact of the overseers, or of the new rating committee, being totally unable to deal with such enquiries as above proposed,

will be urged as an objection to the method herein suggested. This is certainly not a conclusive argument against the principle. Who on earth believes that they can, by their unaided judgment, give a satisfactory solution to any of the points recommended as being requisite to be investigated? It is beyond their sphere and capabilities, and, if they desire to arrive at a just estimate of the rateable value of a colliery, they ought, in all justice, to secure competent assistance and advice. M. E. Dec. 9.

WINDING OVER THE PULLEY.

SIR,—The fearful accident recorded in the report from Staffordshire in last week's Journal, of a man being drawn over the pulley at Caponfield Colliery, near Bilston, induces me to suggest a remedy for that kind of accident. It is well known over-winding scarcely occurs in the counties of Northumberland and Durham, although the engines vary from 15 to 200 horse-power and upwards, and the load in the shaft is drawn at high velocities. No doubt the scarcity of accidents from over-winding may be, in a great measure, attributed to the judicious selection of engine-men, and to the careful training they undergo previous to having the charge of an engine; but I have no doubt the use of the break, as generally adopted in the northern collieries, would have obviated such an accident as that occurring at Caponfield Colliery. The break acts by friction on the periphery of the fly-wheel, acting about half way round it. In the case of a 30 horse-power lever engine, cleaving of elm wood is bolted to the rim of the fly-wheel, which is 24 feet in diameter, the wood is 6½ inches broad by 2 inches. The break is a band of wrought-iron, 7½ inches by ½ inch, fastened at one end, and acting by means of levers and rods at the other end, on the under half of the circumference of the cleaving on the fly-wheel. The engine-man works the break with his foot, at the same time that he is attending to the handles; by pressure with his foot he can instantaneously stop the engine, if not going at a high velocity. If such a contrivance is not in use in the engines of Staffordshire, I would recommend its adoption, as I believe it would have prevented over-winding in the case alluded to.—Durham, Dec. 9. B. M.

COAL MINING IN CUBA.

SIR,—It is far from my wish to cast any doubt upon the assertion of your correspondent, "C," with respect to "coals" being mined in Cuba, but my impression is that the mineral he calls "coals" is the "chapapote" of the natives, which I take to be a distillation of the coal measures, through volcanic agency, and I think his remarks as regards the proximity of the schistose formation confirms this opinion. This "chapapote" is found in veins, and not strata, and its quality varies according to the successive distillations it has undergone; also its appearance, from a dull-looking Cannel coal to a bright Whitby jet, and in this latter state it is generally found in thin veins, in serpentine or other volcanic rocks; and in the former state in the altered coal measures, as fire-clay and shales.

There is a large deposit of this mineral about nine miles from Havana, being known as "La Mina San Francisco," in the parish of San Miguel, and many thousand pounds of English capital have been deposited here; and has, however, been a failure to the present time, but my opinion is it might pay if properly opened, and coals remain at \$8 per ton in the Bay of Havana, but during last year thousands of tons of South Wales and North of England coals could be purchased at \$3½ per ton (14s. 7d.). Other works have been opened near the first station of the Havana and Matanzas Railway, near Campo Florida, at Bajual, Mariel, and Cardenas; but, as far as my experience goes, the "natives" themselves have "burnt their fingers" mining this mineral. J. A. SHIPTON.

ON PEAT, AND ITS USES.

SIR,—I have read the various letters which have appeared on the best mode of treating peat, and I should be happy to compare my experience, through the Journal, with that of anyone interested in the subject. Having spent a considerable sum in making various experiments, I think I have arrived at a method of preparing peat both economical and expeditious, both of which are indispensable. I was unfortunate in meeting with peat containing a large amount of sulphur, which prevented my trying the charcoal from it in making iron. Peat may be readily obtained, free from sulphur, near ample water-power, in a district where coals are dear, and a moderate outlay would suffice to return a large amount. A machine is now being employed for other purposes, which might be adapted with a slight alteration. It would convert the peat in very large quantities, and sheds of an inexpensive character would alone be required to dry the fuel, which need not be disturbed until removed for consumption. The fuel thus produced would be of nearly the same specific gravity as coal, and it would be invaluable for smelting tin, which abounds in the neighbourhood. Much money has been lost by applying expensive machinery, and in endeavouring to extract various substances from peat; but I should recommend the fuel only to be made in the first instance. Charcoal might afterwards be made, which would be in great request for smelting iron, now untouched from the want of fuel.—Dec. 10. GEOLOGIST.

CONDENSATION OF LEAD FUME.

SIR,—The invention of Mr. Bennett for condensing lead fume appears to me to be the most practical and useful that has yet been brought forwards for it would appear that a contrivance of this kind offers all the advantages of an ordinary flue, several miles in length, whilst it has also the recommendation that there never would be the necessity for stopping the furnaces to clear the flue. The arrangement seems to me to be admirable, for it must be apparent that the sloping of the condensing chamber behind the fan would entirely compensate for any variation in the draught. When the fan is driven slowly the greater portion of the fume would, doubtless, collect on the cold blades, and be washed off on reaching the water; whilst if the fan were driven so fast as to cause part of the fume to pass the blades, the form of the chamber is such that the escaping portion would be thrown forcibly down upon the water by reverberation. I believe that the arrangement could, with very trifling modifications, be applied to the condensation of zinc fumes, and the manufacture of sulphuric acid. I shall, upon the first opportunity, endeavour to apply a similar arrangement to the condensation of sulphurous vapours, and in substitution of the lead-chambers now used; and in the meantime it would, I doubt not, be interesting to very many of your readers to know the quantity of fume that can be condensed per day per square foot of condensing chamber section, and the proposed size and cost of the arrangement shown in last week's Journal. MUNDIC.

THE COST-BOOK SYSTEM, WITH LIMITED LIABILITY.

SIR,—The opinions of Mr. Tapping and of Mr. Turner precisely confirm my views. Neither of these gentlemen recognise an "A. P." company as a cost-book partnership. It is to be a company "limited by guarantee," and registered with Special Articles. My views as to Special Articles of Association are already known to your readers, many of whom have by this time learnt the evil of connecting themselves with companies where "Table A" is not adopted in its entirety.

The objection which I conceive to exist against the relinquishment system, even assuming it to be legal, when conducted on the "A. P." principle is, that such relinquishment involves the loss of all previous payments without, as is the case with cost-book partnerships, being entitled to any compensation for assets. Again, upon the relinquishment of a cost-book share, the liability of the shareholder practically ceases, the remaining partners undertaking it. In the "A. P." company the liability continues one year after he has ceased to have any voice in the conducting of the company, so that although theoretically the liability in the cost-book company continues six times longer than in an "A. P." company, the responsibility, after relinquishment, is really greater in the latter company.

It would be satisfactory if Mr. Tapping's opinion were to be obtained as to the law which authorises the relinquishment (I do not mean transfer) of a share "limited by guarantee," when the guarantee is at per share, or as to the principle of equity which would permit it. The working of such a system, assuming, of course, that I understand the "A. P." proposition, would be similar to this:—Ten persons come before the public, and say we are a company "limited by guarantee." The company is divided into 500 shares, and each of us have subscribed for 50 of such shares, and undertaken "to contribute to the assets of the company in the event of the same being wound-up during the time that he is a member, or within one year afterwards, for payment of the debts * * * such amount as may be required, not exceeding 100l. per share." To the public this is holding out that in case of winding-up there will be 50,000l. assets. But as the company has power to accept the relinquishment of any of its shares (such relinquishment including the relinquishment of the responsibility undertaken) the company may come into court with (say) only 10,000l. assets instead of 50,000l. Surely Mr. Tapping will not maintain that this is either legal

or equitable. Practically each of these 10 persons could, as individuals, relinquish to themselves, as a company, 49 shares, without the knowledge of the other world, and continue to trade upon their credit of 50,000l. for a year and a day, so as to remove the liability in respect of the 49,000l. each, and on winding-up there would be but 1000l. in all for distribution amongst the creditors. This I conceive to be a difficulty which cannot be surmounted in any limited company that authorises the relinquishment of shares.—Dec. 8. LUX OBSCURA.

PREVENTION OF RAILWAY ACCIDENTS.

SIR,—At the last meeting of the Inventors' Institute, Mr. Greenwood read a very interesting paper upon his ingenious contrivance for preventing the wheels of railway carriages leaving the rails. He simply takes an ordinary six-wheeled truck, and turns the flanges of the centre pair of wheels outward instead of inward. The result of this arrangement is that even if 6 ft. of old rails were fixed to the rails of the permanent way the train would pass over the obstacle without danger, and the train would pass on with equal impunity if 6 ft. of rail were altogether removed. These facts are so marvellous (and that they are facts has been demonstrated by positive trial), that the invention should be encouraged by all who have any respect for personal safety. But the introduction of this invention, unless accompanied by another not yet known, produces another evil, equal to that removed. I, therefore, ask your readers to give the subject their attention, in order to devise a remedy. Mr. Greenwood has an objectionable crossing, and a point which has long since been abandoned as dangerous. Can any of your readers provide him with a remedy? He uses the old colliery point, so that one line or the other is always open, there being, consequently, continual danger of a train which is perfectly safe on the regular line running off at the first point it comes to. As to the crossing, it is a flat plate, and whilst the wheel crosses this it is off the rail altogether. What is wanted is a point and a crossing which will, with an outer flange wheel passing as well as an inner flange wheel, maintain the wheels upon the lines under all circumstances, whether the pointsman neglects to put the points in position or not. Mr. Greenwood's points are such that if they are neglected, and a train attempts to come in from the siding, it runs off the rails, and this is the evil for which a remedy is required. The outer flange on the centre wheels, of course, prevents the use of the present points.—Dec. 4. W. R.

PRACTICAL MINING—POSITION OF LODES.

SIR,—It is impossible to discuss the questions suggested by "R. W." in the absence of a more detailed description of the lodes which puzzle him. In order to arrive at a satisfactory conclusion, all the facts, without any comment, should be clearly stated. "R. W." states a fact, assumes, and then enquires how can so-and-so be, admitting the fact and the assumption. That is not the right way to investigate any scientific question based upon facts. The two questions must also be separately discussed. I say the two questions, because I take them to be—first, the position of certain lodes; and, second, the filling matter of those lodes. The first is a result of mechanical action, and the second of chemical action, so that the data upon which alone an intelligent opinion can be formed on these two questions are essentially different.

As some useful practical and scientific knowledge might be gathered from the consideration of these questions, I should be glad if "R. W." will give an accurate description of the rocks traversed by the lodes; I mean an accurate geological and mineralogical description, adopting the ordinary exact scientific phraseology. I ask this that I might clearly understand the nature and condition of the rocks; of course, I do not expect that he will mention the name of the mine; and, in compensation, I should like to know the prevailing geological character of the country. These facts, if fully and distinctly set down, will enable us to form some reliable notion of the direction of the lodes, and the disturbing influences which have broken them.

Then, as to the second question, the direction, underlie, and width of the lodes, cross-courses, and counter lodes must be given. The lodes must also be accurately described (in the recognised mineralogical terms) from the surface to the bottom of the mine. I mean generally, but noting every change. Take, for instance, the common banded lode, formed by the superposition of layers in the order blende, quartz, fluor-spar, and so on. This should be put down as a banded lode of layers of blende of certain thickness, quartz of a certain thickness, and so on; stating also the condition of the mineral as crystalline, amorphous, &c. But if, as is most probable, the lodes are irregular, the irregularities must be stated, with special notice of the associated minerals—that is, the change in the minerals. I use the word minerals in its widest sense; in short, I want an exact scientific description of the lodes.

In no other way can we discuss these questions advantageously. And, even if we should not arrive at a satisfactory solution of the phenomena which have given rise to the enquiry, it may be the means of diffusing a knowledge of the theories in the formation of lodes which are received by the savans of Europe. For, after all, to use almost the words of a distinguished chemist and geologist, what is known with regard to this subject is but a fraction of what is yet to be learnt; and it is from more extended knowledge of the mineralogical and chemical character of ores, of the pseudomorphic processes they undergo, the detection of minute traces of substances that give rise to the production and alteration of minerals, as well as the observation of the phenomena of association presented by ores with each other, and with the minerals accompanying them, that we may expect to attain to a more complete insight into their origin. Carmarthen, Dec. 9. C. T.

THE NATURAL CONDITION OF MINERALS.

SIR,—There are other habits of the meeting of the courses in the different mines of Cornwall which might be dwelt on with advantage, but they are passed over for the present for the consideration of other matters connected with this subject. In Wheel Mary Consols we met with several deposits of sulphuret of copper, but they were all encased in tin. By driving the tin was first met with, afterwards the copper, and, finally, the tin again; on excavating the copper it was found to be bounded on every side by the oxide of tin. Here is, no doubt, insulation and polarity—in fact, a system of great capability. It is ascertained that different substances are negative or positive, according to circumstances; oxygen is always negative, but sulphur, which is positive to oxygen, is negative to tin. The electric current will magnetise an iron bar, but another current will de-magnetise the same bar; this, however, is not the normal condition. Every iron bar is a magnet, and the end resting on the ground is the North Pole when it stands on its end: this is its natural condition, but when it becomes artificially magnetised, it may be called the abnormal condition.

Now, it may be presumed that the above deposits of copper are in a normal state, the same being understood of all minerals whatsoever—nay, even of the strata, and also of the crystals of the strata, if not of the molecules themselves. Earthquakes and thunder are abnormal conditions of Nature, and the minerals have sometimes been subject to this state, for they are occasionally found incinerated; but this fact of incineration being the exception, and not the rule, and as it cannot take place but under considerable polar intensity, it may be inferred that the minerals are located in a quiet or passive way. Not that there is, generally speaking, quiescence, for this is the opposite of disturbance, but we refer to an intermediate condition, which seems to be the prevailing one in the whole course of Nature, whether in the animal, vegetable, or mineral kingdoms.

The difference between these kingdoms is not so great as the words organic and inorganic would seem to imply, for there is one power that pervades them all. All the strata are everywhere drawn into plates, and they cross each other indefinitely in the natural world; the weight of the mass is the weight of each particle multiplied by the number of particles in the mass; so in the electric currents, the quantity of electricity in the whole strata may be the quantity of each crystal multiplied into the number of crystals composing the strata. That there is such a quantity no one doubts. Is it, then, possible that a force should exist in the strata which does not exist in the crystal? It is on this ground that the crystals locate themselves in relation to each other—the felspar in granite assumes a prevailing polarity, hence the cleavage of the rock; but as some of the crystals deviate considerably from the directive force of the majority, it follows that the condition enunciated in the commencement of this letter—namely, of a substance positive in one state, but negative in others, that the same law prevails in the crystals of the rock.

The position of the felspar crystal, by being associated with quartz and mica, becomes different than if it stood alone; and if they may be positive or negative then, may they assume an intermediate state? Hence the reason of their lying in every position, although they prevail in one more than in any other. And here, probably, is the reason of the slow, silent, and unobserved processes going on in this kingdom of nature, just as a

they expected, and certainly were entitled to, the best thing for the shareholders to do would be to adopt the alternative referred to in the resolution.

Mr. COLLIER said that, although he was not in a position to oppose the motion before the meeting, yet he thought it might be desirable to state that his brother had reduced the dues upon the ore taken from his portion of the estate to 1-18th, and that his mother had assisted the mine to be carried on by making the company a present of a very valuable and ancient stream of water. That water was carried across her land, and her house was situated about 40 yards from the ventilating-shaft. Taking all these circumstances into consideration, he did not think the shareholders could complain about the dues, for the property, as an estate, had been altogether destroyed. He had no objection to the application being made; but he should be sorry to hold out the hope that his mother would abandon her dues. —Mr. McCALLAN said the company had already paid in dues more than the whole property, as an estate, was worth. —Mr. COLLIER said, if that were so, it was no argument that the dues should be abandoned. The dues were taken in the shape of rent. —Mr. McCALLAN said the proposition was a perfectly just one.

The SECRETARY thought the lessors should remember that there was no mine in Cornwall, standing in such a position as North Robert, paying such heavy dues for tin.

Mr. COLLIER said that was a question which should have been thought of before-hand. His mother was entitled to 1-12th dues. —Mr. BEALE said the proprietors would only have been too happy to pay the dues if the mine had succeeded. —Mr. E. COOKE said that Mr. COLLIER had referred to a stream of water, the use of which had been presented by the lessor to the company; but he (Mr. COOKE) supposed that the company had had to pay for the land. —Mr. COLLIER had no doubt the company paid for the land at the time, although not for the use of the water. —Mr. E. COOKE said he was not upon the committee, but he did think it should be their object to curtail the expenses.

The CHAIRMAN said he should be happy to propose Mr. COOKE as a member of the committee. —Mr. COOKE was much obliged to the Chairman for the compliment, but he objected upon principle, thinking it an improper position for a market-man to occupy; but he thought the committee should take immediate action with regard to the expenses.

Mr. McCALLAN said there could be no question as to who had made most out of the North Robert Mine. —The resolution was then put and carried unanimously.

The committee of management were re-elected, the names of Mr. Hawes and Mr. McCALLAN being added as additional members. —A vote of thanks to the Chairman terminated the proceedings.

EAST WHEAL RUSSELL MINING COMPANY.

A general meeting of shareholders was held at the company's offices, No. 8, Austinfriars, on Tuesday. —Mr. JOSEPH PROCTER in the chair.

Mr. J. H. MURCHISON (the secretary) read the notice convening the meeting, and the minutes of the last were read and confirmed.

A statement of costs and returns for the quarter ending with the costs for September was submitted, from which the following is condensed:—

Mine cost and merchants' bills.....	£1932 5 0
Dues	83 13 9
London expenses, &c.....	67 17 9
Interest and discount on ore bills and calls ..	11 12 5 = £2096 8 11
Ore sold	£1329 7 11
Transfer fees.....	3 17 6 = 1333 5 5
Leaving balance (loss)	£ 763 3 6

The cash account, made up to Nov. 30, showed a balance in the hands of the bankers of £229. 19s. 11d. The general balance-sheet of receipts and expenses from commencement (Nov., 1850) to Nov. 30 showed a balance of assets over liabilities of £755. 13s. 4d. The following report was then read:—

Dec. 5.—Homer's shaft is down below the 120 nearly 12 fms. The progress has been slow, owing to the coming in of a very hard bar of ground, which it has taken two months to get through, and during the past three weeks the water has been in a good deal, flowing chiefly from the 120 east. The driving of the 120 cross-cut north will be commenced almost immediately for intersection of the south part of the lode, and as soon as it is met with, which will be in about 2 fathoms driving, the level will be turned east on the cross-cut, and will be pushed with the level in the 100 fms. level above, and the lode in the level above. —Homer's shaft: Viger's cross-cut, in the 120 fms. level east, has been extended 5 fms. 1 ft. 6 in. north on to and through the north part of the lode, which proves to be of great width—full 20 fms. of capel, gossan, quartz, prlan, and a little black oxide of copper. The 120 has been driven east, and east of Viger's cross-cut, 18 fms. 3 ft., or a total of 23 fms. For the first 10 fms. the lode proved worth, on an average, 15l. per fm.; it then for the next 3 fms. became poor, but again improved to a fine course of ore, worth on an average, for 6 fms. in length, 60l. per fm. From this latter point the lode, although exceedingly kindly, and yielding good stones of ore, is of no marketable value. In the back of the 120 east a rise (Daniell's) has been put up 1 ft. 4 in., and for the first few feet the lode proved worth 10l. per fathom. At the highest point reached it is 2½ feet wide, composed of capel, mundle, quartz, and a little ore. In the bottom of the 110, immediately over Daniell's rise, a winze is being sunk, which is down 2 fms. 2 ft. to the south of the lode, the object being to effect a communication as soon as possible. Dodge's winze, in the bottom of the 110 east (west of Soper's cross-cut), is down 4 fms. 4 ft. 9 in. on the south part of the lode. This winze has since been cut down perpendicular, and has also intersected the middle part of the lode, which, so far as seen, yields good stones of ore, and is very promising. George's rise, in course of being put up in the back of the 110, on the south part of the lode, at date of last meeting, has since been communicated with the 100 fms. level above, and the lode in places yielded 2½, 3, and 10l. worth of ore per fathom—tribute ground. In the bottom of the 100, east of Davis's cross-cut, on the north part of the lode, a winze—John's, has been sunk 3 fms. 1 ft. 4 in., the lode for the first 6 ft. proving worth 10l. per fm. The lode from this point being unproductive, sinking is suspended. Hooper's rise in the back of the 88 east, west of Mollard's cross-cut, on a portion of the north part of the lode, is up 7 fathoms, the part of the lode carried yielding in places a little saving work. The 45 has been extended east 18 fms. 5 ft. 10 in., the lode throughout being large—from 3½ to 7 ft. wide—composed of fookan, quartz, capel, mundle, prlan, and occasionally stones of rich quality ore. Harvey's rise, in the back of the 45 east, has been put up 14 fms. 1 ft. 4 in., the lode averaging 3 ft. wide, and yielding a little ore. Williams's cross-cut, in the 88, has been extended north 8 fms. 1 ft., and about 9 ft. behind the present end of the cross-cut, 1 ft. wide, has been passed through, composed of fookan, quartz, mundle, and spots of ore. During the next three months we purpose driving the 130 with all the force that can be brought to bear on it, and we hope to get in under the ore ground gone down in the bottom of the 120, in about from 10 to 12 months from this time. The 120, in which an improvement is daily expected, will also be pushed on with all speed; and as this level has proved, so far as it is extended, of much greater value than the 110 fm. level above, we look forward with great confidence to a still greater course of ore in the 120. We intend to sample, at the usual time, about 220 tons of ore of good quality. —JAMES RICHARDS, JOHN GOLDWORTHY.

Mr. SCHOFIELD enquired if any information had been received from the mines since the report was written. He asked the question because it was of the greatest importance that shareholders should have the latest information from a mine like East Russell.

The CHAIRMAN stated that nothing beyond the report had been received. Capt. Richards would have been present had not indisposition prevented him.

Mr. SCHOFIELD said it was quite time the shareholders took some decisive steps with the view of preventing the present very unsatisfactory way in which information was received with regard to the different changes in the mine. There was, no doubt, a great deal of trickery practised down there, which the committee should endeavour to put a stop to. For instance, on Nov. 20, when the lode had fallen off in value from 60l. to 20l. per fathom, the fact was known in the market at 11 o'clock in the morning, while it was not received at the company's office till 3 o'clock. So that it appeared the information was sent to certain parties to allow them just sufficient time to operate before it was sent to the office—that was a proceeding which was very unjust to the shareholders.

The CHAIRMAN said that upon occasions when Capt. Goldworthy was present it was singular that shareholders did not express their opinion upon this subject. —Mr. SCHOFIELD said he could not say who furnished the information, but it was certainly the duty of the captain to send the earliest information to the company's office. What he complained of Capt. Goldworthy was, his neglect in not having sent a telegram to the office until more than three hours after the falling off in value was known—that he considered a neglect of duty which the shareholders had a just right to complain.

Mr. HUME asked if it was the duty of the captain to telegraph to the London office or to the purser? —The CHAIRMAN said the information should be sent to the office in London. —The SECRETARY said there was the same complaint at Tavistock. He was told that the son of a gentleman living at Tavistock was upon the mine on the day referred to at eleven o'clock, when Capt. Goldworthy was asked if there was any change in the lode, and he was told that the reply Capt. Goldworthy made was, "It still continues a magnificent course of ore." He said that the son of the gentleman sent a telegram to the office to the effect "the lode had fallen off to 20l. per fm."

Mr. SCHOFIELD said the fact appeared to be, then, that at the very time Capt. Goldworthy said "there was still a magnificent course of ore" it was known to some brokers in London that the falling off had taken place, which was not known at the office until more than three hours afterwards. —Mr. E. COOKE said these were facts certainly sufficient to raise some suspicion in the minds of shareholders.

The CHAIRMAN said the committee would be glad to put a stop to such practices, and whatever resolution the meeting adopted they would see it was properly carried out.

A SHAREHOLDER enquired if the committee had confidence in Capt. Goldworthy? —The CHAIRMAN made no reply. —A SHAREHOLDER repeated the question, and stated that if the committee had no confidence in Capt. Goldworthy they should appoint some one in whom they had confidence. —Mr. SCHOFIELD said the impression had for some time existed that the office was the last place to obtain information about East Russell.

Mr. HUME said it appeared that those who had the first information were the worst off. Mr. SCHOFIELD said there were, no doubt, parties in the mine who were paid to give priority of information; but, as there were only six men in the 120 fathom level and—the point of importance—the grievance of which shareholders now complained could be easily remedied if the captain did his duty. The gentleman was now in the room who told him (Mr. SCHOFIELD) of the falling off some considerable time before it was known at the office. —The SECRETARY said he had heard that Mr. Gompers and Capt. Goldworthy corresponded.

Mr. GOMPERS said he had heard the same observation himself very often. He confessed he had tried his utmost to obtain the earliest information, but he had never yet been able to succeed in getting it direct from Capt. Goldworthy. He did not wish to take Capt. Goldworthy's part, but, notwithstanding, he (Mr. Gompers) would try his utmost to obtain information before it was received at the office; and he should like to know where the better could be found, he would not do the same thing. All he had to say was that he had never succeeded in obtaining information from Capt. Goldworthy, either directly or indirectly; but it might be information for some gentlemen present that there was a way to obtain information without going to captains; and, as he always tried to benefit himself before he benefited other people, so he had tried, and should continue to try, to obtain the earliest information.

Mr. SCHOFIELD thought the best thing the meeting could do would be to refer the subject to the committee. —The CHAIRMAN said the committee would be very glad to adopt any suggestion, but the difficulty would be to carry it out. —Mr. SCHOFIELD said the best thing was to make some one responsible for sending the first information to the office, and upon the first occasion it was not done to dismiss the party.

The CHAIRMAN, in reply to a question, stated that Capt. Goldworthy lived on the mine. —Mr. GOMPERS said the shareholders would be perfectly surprised to see the various means employed to obtain the first information. A gentleman in Tavistock, it seemed, had sent his son to the mine to endeavour to get the earliest information, but it appeared had not succeeded. —Mr. RICE said all these things showed the necessity of employing brokers. (Laughter.) —Mr. SCHOFIELD said if it were known that the first information would be received at the office there would be no necessity to bribe the company's agents.

A SHAREHOLDER stated that he knew a member of the Mining Exchange that received telegrams direct from the mine. —Mr. GOMPERS thought the name of that gentleman should be made known, because it might exonerate him (Mr. Gompers). —A SHAREHOLDER refused to give up the name, but stated that it was not Mr. Gompers. —Mr. SCHOFIELD had heard there was a small grocer's shop in Tavistock, where the earliest information was always received, whence it was telegraphed to certain parties in London.

Mr. GOMPERS said the remarks which he advertised in the *Mining Journal*, when he stated that the share would have doubled their value if the improvement had continued would have proved correct had it continued, but unfortunately it did not continue, and, therefore, they must wait until they reached the same run of ore ground in the 120. —Mr. SCHOFIELD proposed the following resolution:—The question of private parties obtaining prior information relative to important changes in the mine having been brought before the meeting, and much dissatisfaction having been expressed on the subject, it was resolved—"That Capt. Goldworthy be informed that if this shall happen again, without a satisfactory explanation, his services will forthwith be dispensed with." —Mr. PETER WATSON thought that was rather a strong resolution, the more especially as no direct charge had been substantiated. —Mr. SCHOFIELD explained that the only charge he had brought against Capt. Goldworthy was that of neglecting to send the earliest information to the office.

Mr. PETER WATSON said it was utterly impossible for a captain to be always at a particular end, watching its progress. Perhaps, some of the miners were bribed to "wire" the earliest information. He thought the evil might be remedied by throwing open the mine for inspection. —Mr. SALMON said it was the same complaint that was raised in almost every market mine. —Mr. SCHOFIELD did not think that was any reason why it should not be remedied, or attempted to be remedied, in this instance. At any rate it was worthy the trial. —A SHAREHOLDER said it was the duty of the captain to see that no man as he went underground as well as when he came from underground. —Mr. SCHOFIELD said the information must come from one of the six men working in the 120 end. —Mr. SALMON said that important changes in the mines in the neighbourhood of Redruth and Camborne were always known in those towns long before they were known by the captains. —Mr. SCHOFIELD said that, under any circumstances, it was an evil which they should try to remedy. —Mr. PETER WATSON said he could bear testimony to the fact that Mr. Murchison, immediately he received any information gave the greatest facility for its being immediately and generally known. —Mr. SCHOFIELD said that no shareholder could possibly raise the slightest objection to Mr. Murchison, for he at all times displayed the greatest courtesy, and furnished every information he possessed. (Hear, hear.) The resolution was then put and carried *unanimously*.

Mr. SCHOFIELD enquired if the next sampling would be larger or smaller than the last one? —The SECRETARY stated it would probably be of a better quality than the last, because there was a deal of the rich quality yellow ore from the late bunch in the 120: the quantity would be about 220 tons, about the same as last. Mr. RICE enquired the loss that resulted from the previous three months' operations? —The SECRETARY replied that the costs this quarter had been about 200l. less, while the returns were about the same.

Mr. SCHOFIELD said it was a pity that Captain Richards was not present, because there was such a diversity of opinion as to whether the winze was between two bunches of ore. —The SECRETARY said that Captain Richards had stated that he believed the cross-cut east, and that the 120 had been driven 23 fms. 16 in. of which was through a course of ore. The 120 had not yet come under the best part of the lode in the 110.

Mr. SCHOFIELD said that agreed with the information he had received, but he had understood there were others who had information of a different character.

Upon the proposition of Mr. E. COOKE, seconded by Mr. SCHOFIELD, the accounts were passed and allowed.

A SHAREHOLDER enquired what call it was proposed to make? —The SECRETARY said if they could receive the cash or the bills for the next sampling in sufficient time they could have done without a call at all; taking the assets, there was 771l. which would be quite equal to meet one month's costs. —After some discussion, a call of 3s. per share was made. —A vote of thanks to the Chairman terminated the proceedings.

LOWER TALDRWS AND CLODD-FA-COED SLATE CO.

The half-yearly general meeting of shareholders was held at the offices of the company, Bucklersbury, on Wednesday. —Dr. DENDY in the chair.

Mr. P. J. KEARNEY (secretary) read the notice convening the meeting.

The report of the directors stated that they had not as yet been able to obtain, on mortgage or otherwise, the amount (£5000l.) they were authorised to raise, consequently there would seem to be no alternative between procuring the requisite funds in some other way, or forfeiting the capital already expended by abandoning the undertaking; this latter course the directors could not recommend, because their own opinion, formed from personal inspection of the quarry, and sustained by the judgment of experienced persons, led them to believe that the present indications were of a most promising character, and they firmly believed that at a depth altogether insignificant, when compared with that of other neighbouring quarries, a good yield of slates may be obtained. The directors advised that in lieu of the 2000 new shares of 2l. 10s. each recently authorised, 2000 of 5l. each be substituted, carrying a perpetual preference dividend of 10 per cent. on the amounts paid up, and not to be transferable without the consent of the directors. This would provide a further working capital of 10,000l., a moiety of which would, probably, be alone required to bring the quarry into a dividend state.

The report of an engineer (Mr. G. L. Fuller) was read. It stated that he saw no reason to alter his opinion as to the result.

The CHAIRMAN, in moving the adoption of the report, stated that the works at the quarry had not progressed so rapidly as would have been the case had there been ample capital, but in the present state of affairs the directors thought it advisable that the opinion of some eminent Welsh quarry manager should be obtained, and with that view he had written to Mr. W. Williams, the manager of Lord Palmerston's quarry, to make an inspection of the Lower Taldrws property, and to give his opinion as to the probable result of further working. Mr. Williams had made the inspection, but his report would not be received for a few days.

Mr. BAXTER, in reply to a question, stated that no quarry in that district had produced slates in any quantity until an outlet had been incurred of between 10,000l. and 15,000l.

—Mr. FULLER explained in detail the process of "breaking down," and stated that the estimate had been exceeded by at least 1500l. in not having succeeded in obtaining water-power as soon as expected. —The CHAIRMAN, in reply to a question, stated that he did not think there was the smallest probability of the shareholders receiving dividends until 10,000l. had been expended upon the quarry. —The report of the directors was received and adopted, when the meeting was made special. —The CHAIRMAN said the object of the special meeting was known to the shareholders, and, therefore, he would at once submit the proposed resolutions. They were to the effect that so much of the special resolution passed at the previous meeting was rescinded, and that the directors should be authorised to issue any number not exceeding 2000 shares, of the nominal value of 5l. each, 1l. per share to be payable on allotment, and further calls of 1l. each, if required, at intervals of not less than four months: such shares to be entitled to a "perpetual preferential dividend" of 10 per cent. per annum (in priority of "ordinary" shares) on the amounts paid up, and not to be transferable without consent of the directors.

Mr. MOSS moved, as an amendment, that the meeting should be adjourned until the report of Mr. Williams had been received. —A SHAREHOLDER thought that would be confirmed, and between this and the confirmatory meeting those reports would be in the hands of the directors.

The CHAIRMAN said the directors were quite prepared to take up their proportion of the required further capital of 10,000l. He proposed to visit the quarry between the next meeting, and to engage some eminent geologist, as well as some practical authority, to thoroughly investigate the property. —Mr. MOSS having withdrawn his amendment, some discussion ensued, when the special resolution having been seconded by Mr. BIRLEY it was put and carried unanimously. —Thanks to the Chairman terminated the proceedings.

FORTUNA COMPANY.

A second extraordinary general meeting of shareholders was held at the company's offices, Queen-street-place, yesterday.

Mr. CHARLES MORRIS in the chair.

Mr. J. B. COLOGAN (the secretary) read the notice calling the meeting.

Mr. COX, M.P., proposed, upon the fifth resolution of the previous meeting being put for confirmation, that an amendment should be made so that the resolution should read:—That these bonds be in the first place offered to the shareholders of the company, and that the shares be sold by them. He said that whether the tender was likely to obtain them the money. Some shareholders, indeed, had positively told him that they would not tender for bonds, although they would have been quite ready to take their proportion had they been offered *pro rata* to the shareholders at par. He would ask whether the board were unanimous as to the desirability of accepting tender; and, supposing the amount not to be tendered for, what they intended to do? He was aware that he would be met by the assertion that there were small shareholders who would not be entitled to one bond. He proposed that these small shareholders should be provided for by classing them together, and deciding by ballot to whom the bonds should be offered. —Mr. PATON supported the motion.

The CHAIRMAN said that the board were unanimous that the system of tender was the best form that could be adopted. He did not think there would be any difficulty in raising the money. —Mr. COLOGAN thought the amendment proposed by Mr. COX would necessitate much correspondence, unless all the small shareholders were present at a meeting. —Mr. J. PHILLIPS thought the first object was to obtain the money for the company. It had been stated by Mr. COX that they would not obtain the required amount because it was to be bid for by tender; but it should be remembered that the shareholders had the option to tender at a premium or at par. If the bonds were taken at a premium, every shareholder would reap a benefit, because it would reduce the interest, so that a shareholder would have the advantage of the premium if he did not take bonds himself. —Mr. COX observed that by the arrangement one shareholder would be benefited at the expense of another shareholder.

Upon the amendment being put it was carried, 6 voting in favour and 5 against it. Verbal amendments in the second and sixth resolution having been also agreed to, it was unanimously resolved that the resolutions, as altered, be approved and confirmed. The amended resolutions are:—1. That clause No. 3 of the Deed of Settlement of the company which regulates the powers of the directors to raise or borrow money, be altered in so far as relates to the extent to which those powers shall be exercised, by substituting the words "Fifteen Thousand Pounds" for the words "Five Thousand Pounds." —2. That the directors be and are hereby authorised to raise the sum of 15,000l. for a term of seven years, by the issue of mortgage bonds of 20l. each, bearing interest at the rate of 7 per cent. per annum, payable half-yearly, and that such mortgage bonds be charge on the property of the company. —3. That the monies directed by the 69th clause of the Deed of Settlement to be set aside for a reserved fund shall, with such other sums out of the profits as the directors may deem requisite, be applied towards redemption of the said mortgage bonds. —4. That such redemption shall begin after three years from the date of issue of the said bonds, and the one-fourth of each bond shall be then and monthly redeemed at par, the particular bonds to be redeemed by lot, and the six months' interest be given to the holders of the bonds that become redeemable under these provisions. —5. That these bonds be in the first place offered to the shareholders in proportion to the shares held by them. —6. That a committee of shareholders be appointed to meet the directors on the day fixed for allotting such bonds, and that Messrs. Cox, M.P., Duff, Ralgrave, Henderson, Roberts, and Colonel Pearson, be requested to form such committee. A vote of thanks to the Chairman terminated the proceedings.

REPRESENTATION OF BODMIN.—It is rumoured, and we understand on good authority, that Mr. LOCKE Webb, the equity barrister, will contest Bodmin at the next election, on Liberal-Conservative principles. This gentleman is well known, not only for the position he has attained at the bar, but as an authority on railway matters. We believe he was first brought to public notice by his celebrated letter to Lord Taunton, when Secretary to the Board of Trade, on the subject of the then proposed Government audit of railway accounts. That pamphlet contained valuable statistics on the progress of railways, and was most favourably received. Shortly after the late Lord George Bentinck's celebrated speech on Ireland, Mr. Locke Webb published another pamphlet, which gained considerable notice, on the condition of Ireland, and on Government aid for carrying out an efficient railway system in that country. Mr. Locke Webb is brother to Mr. Webb, of the well known firm of Webb, Goech, and Pennington, of the Stock Exchange, and is lately interested in the prosperity of the mining interest of Cornwall. —*Western Daily Mercury*, Dec. 9.

TRUTH'S ECHOES, OR SAYINGS AND DOINGS IN MINING.

The Mining Share Market has been marked this week by a most remarkable paucity of bona fide transactions, and a very general depression of shares. Various causes are assigned for this depression, but the nearest approach to probability appears to arise from our gradual approximation to the end of the year, and the universal desire of commencing the new year with a good financial position. At the same time, the advanced price of money, the temporary decline of the standard, and a few other causes, may be looked upon as having a tendency to the general decline. But there is little doubt of a great reaction shortly taking place. WHEAL STOKES have declined. —WHEAL STOKES show some firmness, but it does not appear that any particular business has been done. —NANGLIES have declined, and still offered at low rates. —CARNBORN YEAHS have fluctuated, but left off slightly better. —CLIFFORD and EAST BASSET have also receded. —SOUTH BASSETT have been done at nominal prices. —GREAT SOUTH TOLGUS are offered at lower rates. —SOUTH TOLGUS are firm at present quotations, but little doing. —TIN-CROFT and EAST CARN BREA have declined, and still offered. —WEST CHIVERTON have been done at fair market prices. —WHEAL HOPES have fluctuated, but show a firmer tendency. —GREENVILLE, UNION, and UNY have changed hands at nominal prices. —NORTH CROFTS have been dealt in at present quotations. —NORTH TREKERRIES are being offered at much lower rates, and not freely dealt in. —ST. DAY UNITED have also receded. —EAST WHEAL LOVELL have fluctuated very much, but a large number of shares appears to have changed hands. —GREAT WHEAL FORTUNES have been dealt in at nominal prices. —NEW ROSEWATNES have varied in price, but several shares have changed hands. —PROVIDENCE shares continue firm, and buyers found at minimum prices.

EAST CARADONS have been dealt in at improved prices, with a tendency to advance. —MARKE VALLEY, GLASGOW CARADON, and GONAMENA are quoted lower, and very quiet. —LUDCOTTS are also inactive, being quite neglected. —WHEAL MARY ANN and WHEAL TRELAWNY have been in request at buyers' prices. —WEST CARADONS continue to recede, and more sellers than buyers. —NEW MARTHA and WEST MARTHA have receded, and offered at lower rates. —DRAK WELLS have been in better request, and show a firmer tendency. —WHEAL CHESON and EAST WHEAL CHESON have been largely dealt in, but prices have varied. —EAST CARADON: Canter Lode: The 60 east is worth 8l. per fathom; the 70 east full 25l. per fathom; north part 6l. per fathom. —NEW Lode: The 60 east is worth 5l., and the 70 east 7l. per fathom. —SOUTH Lode: The 60 east is worth 5l., and 60 west 7l. per fathom.

EAST RUSSELL.—The lode in the 120 is far more promising, and holds out strong indications of an early improvement, opening larger, with a most encouraging matrix, and they are daily in expectation of meeting with the course of ore gone down from the 110. The bunch of ore passed through in the 120 is stated to have been about 6 fms. in length, averaging 60l. per fathom, and of far superior quality than found in the 110. —WEST DEVON.—Reference was made last week to anticipated discovery likely to result from the following and opening out of a branch on the north of the 40 east. Since then the operations which have been carried on afford every reason to calculate on the most successful result. The branch, or lode, has very much improved in appearance, and, from its general character and composition, there appears but little doubt that the desired object is not far off accomplishment. The 40 east is intended to be driven a little further, preparatory to cutting through the lode.

GREAT WHEAL RUBY continues to look well. The lode in the engine-shaft is worth 20l. per fm. At Offord's it is valued at 25l., and the 130 east is worth 45l. per fathom, whilst several other points vary from 30l. to 35l. per fm. The tin lode at the engine-shaft and deep level looks remarkably promising for a permanent and valuable run of tin ground, which has already been proved for 35 fms. in length. The next account will leave a fair profit on the workings. At the old Hallenbeagle portion of the sett they have evidently a great improvement, for they have sampled 60 tons of rich ore for the month; and, from present appearances, likely to greatly increase the returns. The lode in the shaft below the 36, and the two lodes upon which they are making the present returns, are looking more than ordinarily well, and taken away at low tribute. It is rumoured that at the next meeting a very laudable suggestion will be made to separate this highly productive tin ground from Great Wheal Ruby, and work it separately, as in the case of Boscawen. Should the proprietors adopt such a measure there is very little doubt but that this portion of Great Wheal Ruby were worked independently it would soon become a self-supporting mine, and stand well amongst the most prominent and productive mines of the county. These remarks only arise from a mere rumour, still the suggestion may be worth earnest consideration and prompt action, for the sett of Great Wheal Ruby is of more than ordinary size, and can well afford the partition.

NEW WHEAL ROSE.—This mine is under the management of Captain J. Middleton, late manager of East Wheal Rose, who entertains the strongest confidence in the results of the operations now progressing. There are two lodes passing through the sett, and are considered the same which proved so productive in East Wheal Rose. On the western lode they have cleared 25 fathoms, and after passing through a run of ground they will meet with a winze, which has been sunk 8 fathoms through a course of lead, and still rich in the bottom. They are also opening on an east and west lode, which has been but little developed, except by costeaning, and in every pit sunk was found to carry good stones of lead. The present company are about to erect a suitable engine to enable them to open on all the lodes in an effectual manner, and place the mine in a short time in a productive and remunerative position.

SILVERTON WHEAL ROSE is reported to look remarkably well; the lode in the western end is improving, and a rich lode of lead, worth 30l. per fm., gone down in the bottom. The other places are looking well, and the surface operations are going on satisfactorily. —WEST WHEAL JANE is opening out remarkably well. The lode in the 30 east is worth 27l. per fathom. The 30 west is large and productive, and valued at 23l. per fathom. The 20 east is in a large lode, but unproductive at present; a winze sinking below the 20 is worth 40l. per fathom. The 20 west is worth 12l. per fathom; and the winze sinking below is valued at 25l. There are several other places looking extremely well, and yielding good returns. They calculate on selling about 1000l. worth of tin for the month, which will about cover the costs, there being some large items in course of payment for permanent works, which will not be again required.

NORTH CROFTY is reported to have improved in several important points; the lode in the 160 and 170 east is now worth 55l. and 15l. per fathom, of better quality ore. The stopes in the 150, east of Praed's, are worth 25l., and those west of Peterick's, 20l. per fathom. —SOUTH WHEAL ALFRED.—The lode in the shaft is now producing some rich stones of ore; the whole of the lode has not yet been opened, but so far as seen will answer the most sanguine expectations of the proprietors.

ST. JUST CONSOLS.—The prospects here are locally looked upon as of the most important character, and there is little doubt, on the completion of a larger number of stamp-heads, that all supply of good water will be ready and ready to the benefit of the stock. They have an extraordinary large lode in Guide's, which has been opened on for 16 ft. and no south wall. This point is about 20 fms. under the surface, and is excellent work for tin; and preparations are making to open on the lode at surface, and take the whole of it away for stamping. Other places are looking equally well, and the surface operations are going on satisfactorily.

SITNEY and CARNHEAL.—Although these mines have not reached a paying position, there is every ground for anticipating some important discovery before long. At Carnheal the lode in the several levels continues to hold out most promise. At Boulder there is a fine lode in the 70 there is a most promising lode in the 70 there is a continuation of the same lode which has proved so productive in Great Fortune, and is expected to prove equally rich in a little more development. Wheal Sitney is also looking very encouraging, so that in a few months great results are confidently expected.

EAST WHEAL LOVELL.—Strong efforts are still being made to depress the price of shares, supported by two or three reports of agents who have inspected the mine, and stated to furnish lower estimates of the value of the lode from samples taken from the several points of operation. Whether the samples taken were a fair average, or an efficient trial made, is a matter best known to themselves; but to me the most correct sample should be from the pile, or parcel ready for sale, and there is always a doubtful intonation placed upon reports sent to, or made up by, the agent of the stock. That the agent of every mine is the best qualified person to form a correct estimate of the value of the lode is more reasonable than that of a "bear's" brief inspection, for he is daily experiencing increase of knowledge by process of raising, dressing, and selling the produce. And even unbiased persons who are employed to inspect generally give a lower estimate, for the very laudable reason of being on the safe side. Whether any confidence can be placed in the reports referred to, in the face of the majority of those who are equally disinterested, unbiased and ingenious, would only become a matter of opinion, or judgment, whilst the sales of tin realised must put the subject of dispute at rest. A full supply of good water will be ready and ready to the benefit of the stock, as well as others, which, in all probability, will appear in the usual Mining Correspondence of this day's Journal, I think I may safely recommend all who have purchased for investment, or intend to do so, not to be led away by the antagonism of party feeling. —JAMES LANE.

From Mr. EDWARD COOKE:—Owing to the advance in the rate of interest recently, the Mining Market has been flat, and prices have receded very considerably. A reaction, however, will, no doubt, take place when confidence is again restored. Already there are favourable indications that for the present the Bank will not require to move any further in an upward direction in the rate of interest. Good shares should now be bought largely, as there will certainly be a reaction. There are several good mines that may now be bought into that will pay about 15 per cent. per annum in dividend. A progressive mine, the sales of tin realised must put the subject of dispute at rest. A full supply of good water will be ready and ready to the benefit of the stock, as well as others, which, in all probability, will appear in the usual Mining Correspondence of this day's Journal, I think I may safely recommend all who have purchased for investment, or intend to do so, not to be led away by the antagonism of party feeling.

EAST PROVIDENCE appears to have been a subject of some controversy. I fear that some parties, whose names are mentioned in this matter, have allowed personal feeling to warp their judgment. Having had the mine inspected by two of the most competent agents in Cornwall at different times, I was induced from the favourable nature of their reports to recommend the mine to my friends, and I really see no cause to regret having done so. The mine has again been inspected by Capt. Rowe, of Nanngles, whose reputation stands quite as high in the mining world as Capt. Anthony's. His report appeared in the *Journal* of Saturday last, and its readers may judge of the prospects of the mine from that report. They will also bear in mind that the mine stands at about 42. per share, while 3l. 14s. 8d. per share has actually been paid. They will also bear in mind that it is situated in one of the best tin districts of Cornwall, adjoins one of the best dividend mines in Cornwall—viz., Providence Mine, which has paid dividends for the last 14 years, and likely to continue them for many years longer. Of course, it would be no trouble to me, if I were so minded, to sell a large number of shares in a mine for forward delivery, and then impose on the indulgence of the Editor of the *Mining Journal* to raise doubts in the minds of the shareholders about the bona fides of their property, when the best and most correct case for doubt existed, in order that I may be enabled thereby to buy back the shares I had previously sold. However, I will leave that mode of operating to those who choose to adopt it; and, although it may have, and has already had, the effect of alarming some shareholders in East Providence, it cannot alter the true position of the mine, which I believe to be very good indeed.

At the NORTH CHIVERTON MINE a good branch of lead has been met with in the cross-cut in the 20, producing from 4 to 5 cwt. of lead per fm. A cross-cut in another direction is being extended to cut the lode in the 20. This lode is daily expected to be met with, and

West Chiverton, who has been consulted with as to the best shaft to place the new engine on. I may here add that there several shafts sunk to the adit, and the adit driven through the set, which must have cost many thousands of pounds.

From Mr. J. B. BRECHLEY.—With an almost individual exception, mining shares during the week have receded, nor does the market close with an improved appearance. It has been almost impossible to effect sales at close prices on the daily quotations, and where there has been a limited business, nominal offers were only obtainable. Holders in some mines appear to have been very desirous of selling, bearing a further fall; whilst some dealers, anticipating a difficulty in getting stock carried on at moderate terms, have deemed it prudent to close their accounts, thereby accelerating the general depression, and adding in no small degree to the benefit of the "bear." I hear that the prospects of the really good mines are the same as when the prices were much higher, the fall in the standard alone affecting the sales of ore and dividends accordingly. **CLIFFORD**, 32½ to 33½; **WEST SETON**, 207½, 210; **SETON**, 162½ to 167½, are all lower. In the latter 32, divided next week. **WEST CARADON**, 20, 20½. If they recede under 20, will buy. **EAST BASSET**, 58, 59; quiet. **TRAKWAY** slightly improved at the mine, and shares met with enquiry at 21 to 21½. **Also** **NORTH DOWNS**, 1½ to 1¾. **North Grenville** should be bought; called 4 to 4½. **NORTH BASSET**, 27½, 28½; **GREENVILLE**, 4 to 4½; **NORTH CROFT**, 5 to 5½, ought soon to be at better prices. **EAST CHIVERTON** rose to-day from 51, sellers, to 51, buyers, on a report that the south lode is not promising. If this continues to improve shares will advance, otherwise they are dear at half the money. I anticipate a rise in **EAST GRITLY**, now 12½ to 13½; whilst **NANGLES**, 29, 30; **KITT** (St. Agnes), 7½, 7¾; **TINCHOFF**, 18, 19, are not, in my opinion, worth the present value. The remarks in connection with the **East Providence** report of Capt. Anthony, of Nangles, made upon me by a person in the London mining market being entirely devoid of truth, I treat them with the utmost indifference and contempt. I trust that Mr. Holloway will accept Capt. Anthony's offer to pay the expenses of a visit to go through the mine with him; and, until Capt. Anthony's report is refuted, I shall maintain that he was and is right. To back my opinion, I offer to give 2s. 6d. a share for the option of supplying 100 **East Providence** shares, at 31. 10s. each, on June 30 next, the buyer paying all calls made in the interim.

From Mr. WILLIAM LEELEMAN.—The Mining Market throughout the week has been very inactive for every description of mining share, and until the new year commences, and money gets easier, is likely to continue so. **AT GREAT LAKES** the discovery in the 110 proves the lode to be 10 ft. wide, worth in both ends over 20 tons of lead and 30 of blende per fathom. **EAST LOVELL** opens well; the lode in bottom of the shaft is worth 110l. to 120l. per fathom. The stopes above the 26 are worth on an average 55l. per fathom. The 20 west is worth 60l., and the 20 east, on the south lode, 40l. per fathom. Mine improving, and never looked so well as now. **NORTH MINERKA**, **CENTRAL MINERKA**, **EAST PROVIDENCE**, **WEST WHEAL JANE**, **SOUTH DARENS**, and **TOLVADDER** are improving mines, and deserve attention at the present low prices. **EAST TASSAKUR** is rapidly improving, as will be seen by the report. There is no doubt whatever of its becoming a great and profitable mine. My opinion is we are at the lowest price for metals, and at early spring may anticipate a reaction; consequently an investment in improving mines now selling at a low figure will prove remunerative.

From Mr. JAMES CROFTS.—On Nov. 14 last, referring to the Bryntail Mine, the writer introduced it to the notice of the mining public for, perhaps, the twentieth time, in the phraseology following:—"If the public will now listen to the writer, and act, they may swell the balances at their bankers by buying into two lead mines, **BRYNTAIL** and **CROFTS**; but no time is to be lost, if there are any sellers of the shares, which cannot be vouched for." This opinion of the proximate issue of certain preliminary symptoms of success was given without the writer's pretending to be a second "Zadkiel," but from the conviction, almost amounting to certainty, that an important discovery would be made, which would make the shares more valuable by several pounds per share, and on the 8th day of December the fact has been accomplished and **Bryntail** is the mine of the future. The writer, who has been a shareholder in the experienced adit of Capt. Edw. Williams, the resident captain of the Dyffyl Mines, the property (chiefly) of Mr. John Bright, M.P., and now said to be paying him alone about 12,000l. a year,—such a mine constituting Mr. Williams an authority of no ordinary class, whose report on **Bryntail**, received only this day, will be read with great interest, in particular by the holders of the 1832 shares in which the mine now stands, reduced by forfeitures from 2000, its original number. Exclusive of the large sales of lead ore made from time to time during its former prosperity, the costs have been nearly 16,000l., and yet only 25 fathoms have been reached in sinking, and it is noticeable that as the lode has proved richer in the 25 than in the 30 ft. level, a sound inference is drawn by Mr. Williams that it must improve as it goes down, and, in consequence, he recommends that the shaft be at once sunk, in preference to other work, 10 fathoms deeper. Mr. Williams may, however, now speak for himself.

The following is a copy of Captain Williams's report on the **Bryntail** Mine:—"I have inspected the western end of your set, where I observe the engine-shaft recently sunk about 25 fathoms from surface, through a very hard cross-course of gritstone, a good size shaft, with pumps and good size water-wheel, all complete for further operations. The 20 cross-cut, below the old adit level, driven from this shaft, has recently intersected the lode, which is about 11 ft. wide, and, as well as the 30 ft. level, of level driven on the lode east and west of the above-mentioned cross-cut. This is a very kindly-looking lode, yielding at the present time about 2 tons of ore per fathom, taking in the whole of the width of the lode; and my real opinion is that you have just now discovered a very good mine, and I would advise you to drive the levels both east and west on the south side of the lode, as you can have it done much cheaper, and as well strip down the lode, as you may pass ore in a wide lode of 11 ft. in driving your levels only 4 ft. wide. Drive these by six men in each, and I would highly advise you to sink the engine-shaft 10 ft. deeper, as by its appearance your mine will prove better in depth, as your 30 ft. level is but just below the level above. The engine-shaft is now below hard gritstone, and the next 10 fathoms can be sunk at much less price than hitherto. When the sinking to a 30 ft. level is completed, and the lode opening out, large returns of ore per month will be made marketable. The next operations that I can advise you to carry on would be **Alt-y-Gellil** Wood level; this may soon come to ore, but, until the operations mentioned at the engine-shaft are all finished, I would put no men elsewhere."

As to the present value of the shares, they can only be measured by collateral circumstances. The calls have been onerous for the apparently so little work done, and the adventures will, probably, be operated upon only by the formation of a considerable number in unison with the extent of success which has already arrived, in connection with that which is to come. As a guess, the mine has already advanced in value 5000l., if not more; and even the realisation of this advance will scarcely cover the cost of the majority of the shares, and with this drawback to their coming plentifully on the market, the public will judge of what may be the market value by-and-by. The writer thinks them quite safe from risk at any price under 5l.

The money market is easier, and an opinion prevails very generally that the rise has reached its maximum. Of course, the Stock Exchange is the first to feel this change, and consequently the price of the shares is improved. The effect of this change upon the Mining Market was certainly beginning to be seriously felt, and a portion of the depression in shares still remains. Such good shares as **CLIFFORD** and **EAST BASSET** are sought for at the reduced prices, and no sounder operation than buying can take place in the shares of which these two copper mines are a type. Few, however, are the mines which have advanced in value during the week, whilst a long list may be given of those who have succumbed to the pressure and receded. These are **EAST GRENVILLE**, **GREENVILLE**, **WHEAL HOPE**, **WEST TREVELYAN**, **GOMMENA**, **NANGLES**, **EAST LOVELL**, **CHIVERTON**, **CHIVERTON MOOR**, **WEST CHIVERTON**, **EAST WHEAL RUSSELL**, **EAST CARN BREA**, and many others, all of which are advised to buy. The effect of this change upon the Mining Market was certainly beginning to be seriously felt, and a portion of the depression in shares still remains. Such good shares as **CLIFFORD** and **EAST BASSET** are sought for at the reduced prices, and no sounder operation than buying can take place in the shares of which these two copper mines are a type. Few, however, are the mines which have advanced in value during the week, whilst a long list may be given of those who have succumbed to the pressure and receded. These are **EAST GRENVILLE**, **GREENVILLE**, **WHEAL HOPE**, **WEST TREVELYAN**, **GOMMENA**, **NANGLES**, **EAST LOVELL**, **CHIVERTON**, **CHIVERTON MOOR**, **WEST CHIVERTON**, **EAST WHEAL RUSSELL**, **EAST CARN BREA**, and many others, all of which are advised to buy.

COPPER HILL shares, in consequence of the late favourable report, have come into demand, and the few offering at a low price were eagerly bought by holders of shares at about double the present quotations. Alluding to the report briefly last week, there was no room to dissent in detail on the improved prospects of this mine; but the chief point of interest therein exists in the fact that the two first samplings of ore in the past four months, compared with the two first of the current four months, showed an excess in the latter over the former of nearly 200l.; and, should this state of increase continue, the March meeting will show a most improved balance. The effect of this change upon the Mining Market was certainly beginning to be seriously felt, and a portion of the depression in shares still remains. Such good shares as **CLIFFORD** and **EAST BASSET** are sought for at the reduced prices, and no sounder operation than buying can take place in the shares of which these two copper mines are a type. Few, however, are the mines which have advanced in value during the week, whilst a long list may be given of those who have succumbed to the pressure and receded. These are **EAST GRENVILLE**, **GREENVILLE**, **WHEAL HOPE**, **WEST TREVELYAN**, **GOMMENA**, **NANGLES**, **EAST LOVELL**, **CHIVERTON**, **CHIVERTON MOOR**, **WEST CHIVERTON**, **EAST WHEAL RUSSELL**, **EAST CARN BREA**, and many others, all of which are advised to buy.

P.S.—An advance has just taken place in lead ore of 20s. to 25s. per ton.

LAKE SUPERIOR SILVER MINES.—There is considerable excitement in business circles connected with the Lake Superior trade, in consequence of the discovery of an immense deposit of silver-bearing lead in that famous region. Marquette country is the site of this new discovery. It is said the ore yields 20 per cent. of pure lead, and that every ton of lead yields 25 lbs. of silver, worth \$300, besides the value of the lead. Operations will soon be commenced for "removing the deposits."—*Detroit Tribune*.

Nevada territory is said to be the richest silver-bearing country in the world. It is estimated that the product of this year will be 3,000,000l.

From Berbecie accounts confirm the recent statements of the gold discoveries in that settlement, and state that a local company had been formed for quartz crushing. A provisional grant of land has been obtained for the purpose, and some of the specimens tested are alleged to have yielded 10 ozs. per ton.

The more valuable the metal, the smaller, generally, is the percentage of it in the ore or rock. Thus the auriferous quartz worked in our mills does not contain one hundredth of one per cent. in weight of gold on an average; our silver ore may contain one-fifth of one per cent.; the quicksilver ore contains 18 per cent. of metal; the copper ore contains from 15 to 50 per cent.; and the tin ore contains from 10 to 60 per cent.—*Alta Californian*.

HOLLOWAY'S PILLS.—ENJOYMENT OF LIFE.—When the blood is pure, its circulation perfect, and the nerves in good order, we are well. These pills possess a marvellous power in securing these great secrets of health, by purifying, regulating, and strengthening fluids and solids. Holloway's pills can be confidently recommended to all persons suffering from disordered digestion, or worried by nervous fancies, or neuralgic pains. They correct acidity and heartburn, dispel sick headache, quicken the action of the liver, and act as alteratives and gentle aperients. The weak and delicate may take them without fear. Holloway's pills are eminently serviceable to invalids of irritable constitutions, as they raise the action of every organ to its natural standard, and universally exercise a calming and sedative influence.

Mining Correspondence.

BRITISH MINES.

ARGYLE MINES (Ardraigh).—Wm. Jeffrey, Dec. 2: The deep, or adit level, during the last 16 fms. driving, has altered its course more towards the west lode. The lode in this driving has been very small, and sometimes no lode at all, and no ore to be seen of any kind; during the last 6 ft., however, it has increased in size to 4 inches, mixed with lead, copper, and sulphur, and of a kindly appearance. This level will require to be driven about 6 fms. further north, when it will be opposite the run of ore in the west lode seen at the surface. After this level is sufficiently advanced a cross-cut must be driven to the west lode, underneath the run before mentioned. The distance cross-cut will be about 10 fms. The time required to do this work will depend on the ground met with in driving, whether hard or soft. The run of ore ground in question is from 20 to 25 fms. in length, and will produce from 10 to 12 cwt. of ore per fathom, which will bear good profit. During the last twelve months a shaft has been sunk 12 fms. below the adit level. At the bottom of this shaft a level has been driven south 8 fathoms, through a lode about 20 in. wide, mixed with lead and copper; a very kindly lode, and a great improvement on the level above. North the level is extended from shaft 4 fms., but only 2 fathoms of the lode taken down, which is the same in size and appearance as the south. It is worth for ore about 10 cwt. per fm. Should these levels continue to advance through ore ground, which has been driven, good paying ground will soon be opened up, and it will also warrant the sinking of the shaft deeper. I am glad to say the improvement in the lode at the bottom of the shaft is great, and I have no doubt it will still improve in depth.

BAGTOR.—W. Hosking, Dec. 10: The 20, driving west of Prosper western shaft, has since my last report passed through the cross-course, on the western side of which the lode has become larger, and producing at times saving work for the stamps, and showing every indication of an early and considerable improvement. The lode in the 16, driving west of Prosper engine-shaft, continues about 1½ ft. wide, part of which is producing work of a moderate value. The stopes in the back adit are suspended, and I have set the men to sink in the bottom, in which we have a good branch of tin about 4 inches wide.

BEDFORD CONSOLS.—J. Mitchell, Dec. 10: On Saturday last the middle adit level was set to drive east on the north lode by six men, at 51. 15s. per fm., 2 fathoms stent. No change has taken place in the character of the lode to notice since last report.

BEDFORD UNITED.—J. Phillips, Dec. 8: No change has taken place in the different levels throughout the mine since last reported. **Ward's** and **Boden's** stopes, in back of the 130 west, are worth 3½ and 4 tons per fm. The stopes in the 115 west are yielding respectively 5, 3½, and 3½ tons per fm. The stopes in the 90 west are worth 2 tons per fathom. The stopes in the 47 and 35 east are worth 3½ tons per fm. The north shaft is now sunk 13 fms. below the 47; throughout the sinking the lode has averaged 18 in. wide, and produced good stones of ore; it is of the same character in the bottom of the shaft.

BOSCAWEN.—John Edwards, R. Giles, Dec. 5: The lode in the 80, driving west of Hunter's shaft, is 10 in. wide, producing a little copper ore, but not to value. The lode in the 70, driving west of said shaft, has improved during the past week; it is now 2 ft. wide, worth 18l. per fm. The lode in the 60, driving west of Hunter's shaft, is 2 ft. wide, producing a little ore, but not to value. The lode in the stopes in the bottom of this level, west of No. 1 winze, is worth 20l. per fm. The lode in the stopes east of No. 3 winze, in the bottom of the 60, west of Hunter's shaft, is worth 20l. per fm. The lode in the rise in back of the 70, east of No. 1 winze, is 18 in. wide, worth 8l. per fm. No. 3 winze in bottom of the 60, west of Hunter's, is suspended in consequence of water; lode worth 20l. per fm.; we have put the men to drive east of said winze. We have commenced a rise against the counter shaft at the 30; the lode in the said shaft is still large, and spotted with copper ore. The crusher is on the mine, and we have commenced building a house for the same. Nothing else new since our last report.

BOTTLE HILL.—J. Eddy, Dec. 9: We have cleared the 24, east and west of Williams's shaft, and commenced driving the lode in the same with three paces (12 men). The ground is easy for working; lode about 4 ft. wide, stoped for about 35s. per fathom. We can fairly calculate this ground to produce far more tin than the ground we have been taking away of late in the western part of the mine. The ground west of Viger's shaft has turned out bad this last month. The lode is still poor. Those men removed to Williams's, now stoping the back of the 24. The lode in the stopes east of Viger's shaft is about the same size, and producing about the same quality work as when last reported. The eastern ground is turning out equal to expectations; we are pushing on this work as fast as possible. We have fixed pulleys and stands, put the shaft in order, and commenced drawing with the engine. As I before said, it will take some little time to open up this tin ground in order to work to advantage. At the same time I am fully persuaded I shall be able to show in a little time this ground will not only pay cost, but leave a profit. I shall go to Truro to weigh the tin on Friday or Saturday next.

BRONFLOYD.—J. Lester, Dec. 9: Settings for December: The 40 to drive west, by two men, at 80s. per fm.; lode yielding saving work for dressing. Four men to stop east of long winze, at 80s. per fm.; lode worth from 15 to 20 cwt. of lead ore per fm. Eight men to stop in back of the 40, at 80s.; worth quite 20 cwt. per cubic foot. Two men to stop in back of the 30, at 80s.; lode worth quite 10 cwt. per cubic foot. Four men to drive east and west at the 17, near engine-shaft; lode yielding saving work for dressing. The 52, set under the old contract to open 60 fms. for 300l., is making good progress; more than half the length is driven. We yesterday shipped the last 50 tons of ore sold, and are getting on well towards another sampling.

BRYNFORD HALL.—T. Pierce, Dec. 10: The great improvement in Simmonds's vein, which I reported last week, continues. When we cut through the knot we reached a well-defined vein, 18 inches wide, of ore, spar, and clay; a north and south cross vein comes in here, and the east and west opens on the cross to the height of 13 yds from the roof of the level; going west we have saving stuff all the way; it seems likely to continue, and if so, will pay well. In the cross-cut we have found two other veins, likely to be productive. We have put six men on tribute at 6l. per fm. We are driving the 77 west on Davies's vein; the ground is again a great deal better, and will pay well this month. At Granger's, driving on Lloyd's vein, south-west at the 86, we have also come upon an east and west vein, which we are following west into entirely new ground towards Whylfa vein; we have here very fine lumps of ore, and the vein is very promising. The 86, north-east at Granger's, vein has been poor for 9 yards, but is now better. Millar vein at Brynford, going west, is 1 yard wide, of the same hopeful character as before, and I am disposed to think it will pay well. We have driven westward of this, but I am satisfied we are likely to come upon a bunch of ore any day. In the cross-cut from the 100 we cut a cross vein, or rather a run of soft ground, with strings of ore on both sides. I should strongly recommend the sinking of Page's shaft 20 yards deeper to the 100, from which point we can most conveniently reach the point referred to at a greater depth, and I firmly believe we shall find it to be the celebrated Seven Stars vein, which must run through our set between Billy-gwynne and Millar veins, somewhere about this spot, and as Bostock's and the Brynford vein all converge near this point, I do not know a more encouraging place on which to lay out a little money. We have driven westward of this, but I am satisfied we are likely to come upon a bunch of ore any day. In the cross-cut from the 100 we cut a cross vein, or rather a run of soft ground, with strings of ore on both sides. I should strongly recommend the sinking of Page's shaft 20 yards deeper to the 100, from which point we can most conveniently reach the point referred to at a greater depth, and I firmly believe we shall find it to be the celebrated Seven Stars vein, which must run through our set between Billy-gwynne and Millar veins, somewhere about this spot, and as Bostock's and the Brynford vein all converge near this point, I do not know a more encouraging place on which to lay out a little money.

CAMBORNE CONSOLS.—W. Roberts, Dec. 9: The following tutwork bargains were set on Friday last:—The 60 cross-cut to drive north, by four men, at 14l. 10s. per fm. The 60 cross-cut south, towards Tindal's shaft, by four men, at 4l. 10s. per fm. A winze to sink under the 33, by two men, at 5l. per fm. A rise in back of the 33, by two men, at 6l. per fm. The 30, driving west, by two men, at 4l. 10s. per fm. **CARADON CONSOLS.**—W. Rich, Dec. 8: There is nothing new in the mine to report on this week. The ground in the cross-cut is very favourable for driving, and good progress is being made. We hope to communicate the south end with the winze sunk below the 68 in a few days.

CARADON HILL.—F. Pryor, Dec. 4: The winze sinking below the adit level, east of Page's shaft, on Davey's lode, is down about 8½ fms.; it is our intention to make this winze 10 fathoms deep, after which we shall drive east and west to prove the lode. The cross-cut north on the cross-course is in a beautiful channel of ground; no lode or breccia has been met with in our progress, driving by four men at 3s. 6d. per fm. In the 55 rise, against Kine mine, the winze is completed in the 30, and the skip-road in course of fixing. The new engine was put to work on Saturday, and went off in a very satisfactory manner. We have set the shaft to sink, and the cross-cut to drive north and south at the 30. Clarke's lode, in the 13 east, is unproductive; west at this level it is worth 5l. per fm. The adit east is producing saving work. The south lode in the adit level west is worth 4l. per fm.

CEFN CILCHEN.—W. Davies, Dec. 10: Susan's Shaft: In the 80, driving east, the lode in this is at present 1 ft. wide, worth 15 cwt. per fm., and likely for improvement. We are driving north and south at the 30, which has generally proved rich at the junction. Office shaft has been suspended for the present.

CEFN CWM BRWNO.—Dec. 9: The lode in the 80, going west of Taylor's shaft, is 4 ft. wide, producing 1 ton of lead ore per fm. The shaft sinking below this level is being carried down by six men. The lode in the 56, or deep adit level, going east, is improved since my last report, it now being full 6 ft. wide, intermixed throughout with good branches of lead ore, yielding good saving work. The lode going east of the shaft, in the same level, on south lode, is 2 ft. wide, showing a little ore, but not to value. The pitches in the different levels are producing on an average 9 cwt. of lead ore per fathom. The dressing, with all other surface work, is going on regularly.

CENTRAL MINES.—Wm. Davies, Dec. 10: The cross-cut driving east from the western shaft is easy for progress; the character of the ground is much the same as last reported. The western end is without alteration since last reported. It has been decided to erect an engine on the Sawney shaft; this will be done as fast as the weather will admit. The foundations have been taken out, and are ready for the masons.

CHIVERTON WHEAL ROSE.—J. Phillips, Dec. 8: The eastern end is much the same as when last reported on; the western end is worth 7l. per fm., and the lode in bottom of the end, for 2 fms. long, is worth 30l. per fm. The end going east on the lode behind the north lode in worth 5l. per fathom, and appears to be getting better; in going east on the same lode I think we are nearing the end of the slide, as the ground appears to be getting softer. Last Saturday was our pay and setting-day, and all went off well. The eastern end was set to drive 4 fms., for 30s. per fathom; the western end 2 fms., for 60s. per fathom; the lode in this end is very large, and there is a great quantity of quartz in it, which makes it hard to break. The eastern end, behind the north end, 35s. per fm., for 2 fms; the end going west on same lode, 6 feet for 60s., when I have no doubt, but the end will be driven for 40s. per fm., or less; the two ore ends are opening up good tribute pitches both in the back and bottom. The men are rapidly going on with the engine-shaft, and we have a good heap of stone raised for building.

CLARA UNITED.—J. Lester, Dec. 9: Settings for December: Llywernog: The 49, to drive east and west from the bottom of the engine-shaft, by six men, at 115s. per fathom. The lode in each end is somewhat better, and is now about 2 ft. wide, containing a fair mixture of lead and blende ore. Four men to drive east from the 40 cross-cut, on No. 2 lode, at 110s. per fathom; the lode continues to yield both lead and blende, but not in sufficient quantities to value. Four men to proceed in sinking the winze from the 30 to the 40, at 7l. per fathom. No alteration in the lode.

CROOKHAVEN.—Capt. Higgins, Dec. 7: During the past month the east shaft has been cleared 9 fathoms, making 15 fathoms to the surface; in order to accomplish this a lift has been fixed in the 10, and upwards of 80 fathoms of water drained from the stopes and different levels. I have set the shaft to sink, by six men, at 11l. per fathom, for 3 feet; this will put it deep enough for the back of the 30. The 20, driving east, has been extended 8 fathoms by the side of the lode, having 2 fms. 3 ft. to drive to communicate with the east shaft; this done, I purpose to cut through the lodes north and south. As soon as the east shaft is holed to the 20 the 40 will be resumed. We are

still raising some ore of low percentage from the purple ore lode. I have also commenced dressing the ore at surface, so as to have it in readiness to send away when an opportunity offers.

CROWN CONSOLS.—J. Seymour, Dec. 8: I let the two cross-cuts on Friday last. The 20 to six men, and the 10 to four men; the latter end is within 2 fms. of Currie's lode, if the underlay be as at other places, 1 ft. 6 in. in 1 fm. We have a man and a lad stoping from the winze in bottom of the 10; the lode in this stopes at present will produce about ½ ton of copper per fm., and 1 ton of good blende; we are working this on day-work, so as to have the parts of the lode broken separately; also west of this winze a man and a boy stoping; the produce of the lode there is chiefly tin and a little blende, a good paying lode. We sold some blende at Hayle to-day. Capt. Paul will furnish further particulars.

CUDDRA.—F. Pucker, E. Dunstan, Dec. 10: In the stopes in back of the 60, west of Walker's shaft, the lode is still 4 feet wide, and worth 13l. per fathom. In the 15 west we are driving in the kilnas under the lode. In the stopes in back of this level the lode is 4 feet wide, worth 20l. per fathom. In the stopes in bottom of this level, west of the winze, the lode is 4 feet wide, worth 14l. per fathom. In the 90, east of the cross-cut, the lode is 3 feet wide, worth 10l. per fathom. In the level west no lode has been taken down during the past week. In the stopes in back of this level, east of the winze, the lode is 3 ft. wide, worth 10l. per fathom. There are no alterations to notice in other parts of the mine since our last report.

DEVON AND CORNWALL.—T. Nall, Dec. 8: In the 12, both east and west, we are driving by the side of the lode, but from the ore ground sunk through in the winze we may soon expect a good lode in driving east. The lode in the stopes, east of winze, is worth 5 tons of ore per fm.—William and Mary: The lode in the engine-shaft is very promising, worth 1 ton of ore per fm., and the ground favourable for progress. In the 34 west the lode is very promising. In the 34 east there is no change. In the 23 west the lode is worth 3 tons per fm. The stopes in the back is worth 3 tons. The stopes east of shaft is worth 4 tons. The stopes in back of the 22, east of winze, is worth 4 tons per fm. No other change to notice.

DEVON COPPER.—J. Hithings, Dec. 9: The engine-shaft is now 5 fms. from surface, and the sinking progressing favourably. We are carrying about 6 ft. of the north part of the lode in sinking, which is composed of splendid green, black and yellow ore. The remaining part of the lode, which is 18 ft. wide, we shall cut through as soon as we get a few fathoms deeper; when last cut through this part of the lode was composed of capel, muddle, and good stones of yellow ore. A water-wheel is purchased, and no time will be lost in getting wheel-pit built and wheel erected. We have a splendid and never-failing stream of water, suitable for all the requirements of the mine.

DEVON WHEAL VOIR (Buckfastleigh).—J. N. Dunn, Dec. 8: The stopes in the 10 east are producing good tin for the stamps; the lode is about 3 feet wide, carrying tin throughout. The lode in the stopes in bottom of the 10 is about 3 ft. wide, and is looking well. The lode in the end of the 20 east is about 4 feet wide, and is looking better. The stopes in back of the 20 are looking well, producing rich work; the lode is about 4 ft. wide, carrying good tin throughout its entire width during the last few days. We have cleared up a sink about 2 ft. deep in bottom of the 20, and find a very rich lode, about 3 ft. wide. I broke rocks of 1 cwt. each, containing more than one-half tin; it is a most splendid lode; this course of tin is several fathoms in length. Our next level will speedily open a rich tin ground as soon as it reaches under this course of tin. Our dressing operations are being proceeded with as fast as possible, and we shall soon have a batch of tin ready for market.

DOLFRYNOG.—George Williams, Dec. 7: At No. 1 shaft we got the lift of pumps down safe, and all works admirably. Since Friday evening I have two men putting up stulls and clearing the bottom of No. 5 level. We have four men cutting lodge for gear in the bottom of No. 3 shaft, No. 4 level, which will enable us to sink No. 3 shaft down to No. 5 level, and also in the meantime to cut down the gold-bearing quartz. Our progress in driving on the quarry lode since my last is ½ ft.; the ground is easy; the latter end of the week some very good stones of copper were brought out; the lode is 6 ft. wide, but now we are in another cross-course, and the lode is getting disordered, but it seems to me that this is the third cross-course we have intersected, and in the junction of each of the copper is making much stronger; it is my opinion that this is the main lode in this part of the set, and that the produce of this lode has been the means of supplying the pent with such rich deposits. I should propose a cross-cut at once from the Afon Wen adit south-west to intersect the lode, as the more depth we get into our drivings, the stronger will be the lode, and better the copper. At surface our progress has been but slow owing to the continued wet weather. The tramroad is laid down about half-way. To-day the teams are gone to Machynieth station for the stamps.

EAST BRONFLOYD.—A. Williams, Dec. 5: We have cut about 4 ft. into the lode, and are happy to inform you that its produce is highly mineralized throughout this width, and is improving as we are advancing onward; it is my opinion that this is the main lode, spar, carbonate of lime, and lead ore, producing of the latter for the above width 9 cwt. per fathom. I shall be able to write more fully in about a week's time.

EAST CARADON.—Jas. Secombe, Dec. 9: Caunter Lode: The 60 east is worth 8l. per fm.; the 70 east full 25l.; and the north part 6l. per fm.—New Lode: The 60 east is worth 5l. 10s. per fm.; and the 70 east, 7l. per fm.—South Lode: The 60 east is worth 5l. per fm.; and the 60 west, 7l. per fm.

EAST CHIVERTON.—J. Juleff, Dec. 12: We have touched the lode in the south cross-cut in the 35. As far as we can see, the lode is of a very promising character, composed of muddle, broken, white iron, and soft spar.—In fact, it is everything that can be desired on the footwall of a lode in this district for the production of silver-lead.

EAST CLOGAU (Gold).—K. Roberts, Dec. 8: Saturday last we set our usual bargains. The No. 2 St. James's level is set to drive to four men, 1 ft. stent, at 5l. 15s. per fm.; the lode is still about 3 ft. wide, composed of quartz, together with muddle and spots of copper ore, and is looking likely to improve. No. 1 St. John's cross-cut, to drive eastward on the first lode, to four men, 1 ft. stent, at 5l. 15s. per fm.; the lode here is about 2½ feet wide, principally of broken, white iron, and soft spar. No. 1 St. Dewi level to two men, to drive 1 fm. stent, at 4l. 15s. per fm.; the lode is without alteration since last reported on. No. 2 St. Dewi to four men, to drive 1 ft. stent, or cut the lode, at 4l. 10s. per fm.

EAST GREAT WORK.—W. Hancock, J. Lean, Dec. 10: The sinking of the engine-shaft progresses steadily, and the engine-house and stack is up to the top of loading. The engine is all taken out of the house at North Busy, and will be on the mine to-morrow.

EAST GUNNIS LAKE AND SOUTH BEDFORD.—J. Phillips, Dec. 10: The lode in the winze sinking below the adit level continues much the same as last reported.

EAST JANE.—J. Secombe, Dec. 7: To drive cross-cut west at the 26, by six men, at 55s. per fm.; the takers to be paid 5l. for extending the 26 south 3 ft., which will make 9 ft. for flat; judging from the underlie of the lode between the adit and the 14, we hope to intersect it within a fortnight, but if the underlie has changed it may be a few days sooner or later. To drive the 14 north, on the western lode, by two men, at 37s. 6d. per fm.; lode 18 in. wide, composed of broken, white iron, and quartz, with stones of lead. To drive the 14 north, on the branch, by two men, at 27s. 6d. per fm.; lode about 2 ft. wide, producing good stones of lead, and looking promising. To rise a winze on the branch in back of the 14 north, by four men, at 27s. 6d. per fm.; our object in putting up this rise is to open up ground for tribute. A pitch in back of the 14 north, by four men, at 70s. per ton, and one ditto, by two men, at 70s. per ton. We shall sample on Thursday next 37 tons of lead of average quality; this is the produce of two months' working.

EAST MARGARET.—R. James, Wm. Williams, J. H. Birch, Dec. 10: We had a breakage at the engine, which left the water in for several days. The piston-rod broke when the engine was coming in doors with a full stroke of steam, and fell with such force as to break the cylinder bottom; we got it to work as quick as possible, and it is now doing well.

EAST PROVIDENCE.—T. Uren, Dec. 9: We are progressing favourably with the sinking of Wilson's shaft, and expect to complete it to the 30 in three or four weeks. The 70 south, west of Boorman's, the lode is worth 6l. per fm.; driving by six men, at 11l. per fm. No. 1 winze, in the bottom of the 60, is communicated with this level. In the 60, south of cross-cut, the lode is worth 20l. per fm.; driving by six men, at 9l. per fm.; in this end we have cut another east and west lode, of a promising character. The 60 east, on the new south lode, is worth 15l. per fm.; driving by four men, at 5l. 10s. per fm. The 60 west, on the new south lode, is producing stones of tin, but not to value; driving by two men, at 5l. per fm. No. 2 winze is sinking below the 60 by 61 ft. in the 55 rise, against Kine mine, the winze is completed in the 30, and the skip-road in course of fixing. The new engine was put to work on Saturday, and went

The lode in the 140 fathom level end is worth 91. per fm. We are pushing on the 110 cross-cut with all speed to intersect this lode. There is no change to notice in any other part of the mine.

WHEAL MARGERY.—R. James, W. Rogers, Dec. 9: At Wellesley's shaft, sinking below the 100, the lode is spotted with copper ore, but not enough to value. At American shaft, sinking below the 122, the lode is worth 61. per fm. In the 122 east the lode is worth 41. per fm. In the rise in back of the 122 east the lode is worth 61. per fm. In the 122 west the lode is worth 111. per fm. In the 110 east the lode is worth 101. per fm. In the 110 west the lode is improving, and worth 81. per fm. In the winze in bottom of the 110 west the lode is worth 161. per fm. for length of winze—10 ft. In the 100 east the lode is worth 201. per fm. In the 100 west the lode is improving, and worth 201. per fm. No other change since our last report.

WHEAL NORRIS.—W. Bugehols, J. Andrews, Dec. 8: The ground in the 52 cross-cut, driving south, 19 fathoms east of Cromorne engine-shaft, is spare for driving; this cross-cut is re-set at 71. per fathom. There is no change to notice in the ground in Carter's shaft since last week. The No. 4 lode in the 35 fm. level, east of the above shaft, is now 20 inches wide, worth 61. per fathom. The lode in the east of the back of this level, west of this shaft, is worth 41. per fathom. The No. 4 lode, in the 25 fm. level, is split by a horse of granite; the horse is 16 inches wide, and the lode and horse together is 6 ft. wide—good stamping work. The lode in the slope in the back of this level is worth 101. per fathom. The couplings, braces, tripets, and grate-plates are delivered on the mine, and we have put on the couplings to the axle, and on Monday next we purpose to leave the new axle on the horses.

WHEAL POLLARD.—W. C. Cook, Dec. 8: The ground in the engine-shaft has improved for sinking; the present rate of sinking is a little over 2 fathoms a month. The south part of the lode is going down more perpendicular, and as it carries the best ground for sinking we shall follow it and leave the north part; which of these will form the leading part I cannot yet say, most likely the south; at the present time it is small, but should it turn again more in its regular course I have no doubt it will increase in size. I believe we shall find it to turn again in a little distance, as we have had some of these warps before.

WHEAL SIDNEY.—W. Edwards, Dec. 7: We have resumed the driving of the 46 end, east of diagonal shaft, but no lode has been taken down. In the 46 end east we have met with a small branch passing through the lode, at which point, for a short distance, it was not so large or productive, but it is again improving, and worth from 61. to 71. per fm. for tin; the rise in back of this level is up about 7 fms.; we have intersected the large flookan slide, which has disordered the lode, and at present is unproductive. The slopes in back of the 46 are without change, still giving good work for tin. The driving and stopping east of diagonal shaft, between the 46 and 60, has a little improved. The machinery throughout is working well. Our parcel of tin is now ready for market, samples of which we sent to the smelters on Saturday last, the quantity quite equals our expectations, and will meet the month's cost.

WHEAL SPARNON.—W. Trengay, E. Chagwin, Dec. 5: The foundation of the engine-house is being proceeded with rapidly. We are making good progress in cutting down the engine-shaft. The surface-men have been employed during the week levelling place for whin-road, making saw pit, &c. We have taken three dwelling houses, which we shall appropriate to count-house, changing-house for the men, material-house, &c. The water is at the 30; we have been through the adit, and secured the increase of water at surface from going down into the mine, otherwise it would from recent rains quickly fill it up, for the engine to pump it up again.

WHEAL TREMAYNE.—R. Williams, J. Williams, Dec. 9: At the new engine-shaft, sinking under the 143, the lode is split, and the leading or footwall part is dipping north, yielding tin stuff worth about 131. per fathom for the length of the shaft (19 ft.) In the 143 west the lode is 1 ft. wide, worth 51. per fathom. In the same level east the lode is 1 ft. wide, worth 51. per fathom. In the 133, east of the same shaft, Allen's branch is unproductive. In the cross-cut, north of the same level, there is no change to notice. In the 123, east of the same shaft, Allen's branch is worth 141. per fathom. The slopes in the bottom of the same level, east of shaft, on Allen's branch, are worth on an average 101. per fathom. In the 113, east of the same shaft, the men are cross-cutting south in search of more branch. The slopes in the back and bottom of the same level, on Allen's branches, are worth on an average 141. per fathom. In the 103, east of the same shaft, Allen's branch is disordered and split up, yielding low-price tin stuff. The slopes in the back and bottom of the same level, on Allen's branches, are worth on an average 101. per fathom.

WHEAL TRELAUNY.—F. Pryor, R. Pryor, T. Grenfell, Dec. 5: The lode in the 182, south of Smith's shaft, is worth 41. per fathom. The lode in the 182 north is worth 51. per fathom. The lode in the 172, south of this shaft, is improved, worth 131. per fathom. The lode in the 172, north of Chippendale's, is worth 61. per fathom. The lode in the winze sinking below the 142, north of Trellaun's, is worth 71. per fathom. The lode in the 108 fm. level, north of Chippendale's, is worth 41. per fathom. The lode in the 55 fm. level, north of Chippendale's, is worth 31. per fathom. The lode in the 152, north of Trellaun's, is worth 101. per fathom. The lode in the 162, south of the same shaft, is worth 41. per fathom. We shall be in a position to resume the sinking of Smith's shaft below the 182 in about a week from this time. Trellaun's shaft is down 6 fms. below the 152, and the ground is favourable for sinking. We have set our usual number of pitches and tute-work bargains. You will observe our ends are not rich, but the greater portion of them are laying open tribute ground. On the whole, we are looking much the same as for some time past.

WHEAL TRELAUNY.—F. Pryor, R. Pryor, T. Grenfell, Dec. 5: The lode in the 182, south of Smith's shaft, is worth 41. per fathom. The lode in the 182 north is worth 51. per fathom. The lode in the 172, south of this shaft, is improved, worth 131. per fathom. The lode in the 172, north of Chippendale's, is worth 61. per fathom. The lode in the winze sinking below the 142, north of Trellaun's, is worth 71. per fathom. The lode in the 108 fm. level, north of Chippendale's, is worth 41. per fathom. The lode in the 55 fm. level, north of Chippendale's, is worth 31. per fathom. The lode in the 152, north of Trellaun's, is worth 101. per fathom. The lode in the 162, south of the same shaft, is worth 41. per fathom. We shall be in a position to resume the sinking of Smith's shaft below the 182 in about a week from this time. Trellaun's shaft is down 6 fms. below the 152, and the ground is favourable for sinking. We have set our usual number of pitches and tute-work bargains. You will observe our ends are not rich, but the greater portion of them are laying open tribute ground. On the whole, we are looking much the same as for some time past.

WHEAL TRELAUNY.—F. Pryor, R. Pryor, T. Grenfell, Dec. 5: The lode in the 182, south of Smith's shaft, is worth 41. per fathom. The lode in the 182 north is worth 51. per fathom. The lode in the 172, south of this shaft, is improved, worth 131. per fathom. The lode in the 172, north of Chippendale's, is worth 61. per fathom. The lode in the winze sinking below the 142, north of Trellaun's, is worth 71. per fathom. The lode in the 108 fm. level, north of Chippendale's, is worth 41. per fathom. The lode in the 55 fm. level, north of Chippendale's, is worth 31. per fathom. The lode in the 152, north of Trellaun's, is worth 101. per fathom. The lode in the 162, south of the same shaft, is worth 41. per fathom. We shall be in a position to resume the sinking of Smith's shaft below the 182 in about a week from this time. Trellaun's shaft is down 6 fms. below the 152, and the ground is favourable for sinking. We have set our usual number of pitches and tute-work bargains. You will observe our ends are not rich, but the greater portion of them are laying open tribute ground. On the whole, we are looking much the same as for some time past.

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GEOLOGICAL SOCIETY OF LONDON.—Dec. 2: Prof. A. C. Ramsay (President) in the chair. Arthur Bost, Esq., Hanover-terrace, Peckham; Alex. Bryson, F.R.S.E., Haverhill, near Edinburgh; George Cheetham Churchill, Craven-hill, Raynham; James Ferguson, F.R.S.E., Langham-place, London; the Rev. Norman Fyfe, Richmond-terrace, Clapham-road; Harrison Hayer, M.Inst. C.E., Great George-street, Westminster; Edward Ball Knobell, High-street, Burton-on-Trent, Staffordshire; George Lyall, East Winchester-street, South Shields; Arthur Lennox, assistant geologist West Indian Survey, Jamaica; William Jas. Neville, Hatton House, Chesham, Herts; the Hon. William Owen Stanley, M.P., Penrhos, North Wales; Arnold Thomas, mining engineer, Wynnall's Hall, Coleford, Gloucester; William Vicary, Albert-terrace, St. Leonard's, Exeter; Edward Brown, Burton-on-Trent; and Wm. Brightmore Mitchell, Brook Hill, Sheffield, were elected Fellows.

The following communications were read:—1. "On the Correlation of the Oligocene Deposits of Belgium, Northern Germany, and the South of England," by Herr Adolf von Koenen; communicated by F. E. Edwards, F.G.S.—2. "On the Liasic Strata of the Neighbourhood of Belfast," by Ralph Tate, F.G.S.—3. "Notes on the Devonian Rocks of the Bosphorus," by W. R. Swan; in a letter to Sir R. L. Murchison.

On Wednesday the following papers will be read:—1. "Experimental Researches on the Granites of Ireland," Part IV. On the Granites and Syenites of Donegal, &c., by the Rev. Prof. S. Haughton.—2. "Letters relating to recent discoveries of Fossil Reptiles in Central India," by the late Rev. S. Hsielo; communicated by Prof. T. H. Jones.—3. "Letters relating to the recent discovery of a new fossil at Manilla," by J. W. Farrer; communicated by Sir R. L. Murchison.—4. "On the Pebble-bed of Budegh Salterton," by W. Vicary, F.G.S.; with notes on the fossils, by J. W. Salter, F.G.S.

EXAMINATIONS IN SCIENCE.—Amongst the Queen's Medals awarded at the recent annual examination of the Science and Art Department, the following appear in the classes in which our readers are mostly interested. The names in Italics are those of middle-class students, and the names in Roman letters are those of gentlemen who have obtained a certificate instead. —**GEOLOGY AND MINERALOGY** (no gold medal awarded). Subject 1. Geology.—Robert Smith, Belfast, watchmaker, silver; George Donaldson, Belfast, designer, bronze; John Jessop Milnes, Huddersfield, attorney's clerk, bronze. Subject 2. Mineralogy.—William T. Rowden, Bristol, science teacher, silver; Henry K. Jordan, Bristol, agent at steel-works, bronze.—**Mining and Metallurgy** (no gold medal awarded). Subject 1. Mining.—William T. Rowden, Bristol, science teacher, silver; James Radcliffe, Glasgow, coal miner, silver. Subject 2. Metallurgy.—James K. Dempster, Glasgow, architectural draughtsman, silver.

NEW INVENTIONS.

PROVISIONAL PROTECTION for six months has been granted for the following:—A. FORTER and W. F. POTTER, Longfleet.—Improvements in railway wagons for the transfer of minerals and general cargo. Dec. 24. A. CHAIO, Birkenhead.—Improvements in distilling hydro-carbons from coal, shale, and other bituminous substances, and in apparatus employed for that purpose. Nov. 12. W. E. GENOS, London.—An improved process and apparatus for amalgamating the precious metals. Nov. 12. (and cast iron and steel. Nov. 14. W. E. NEWTON, London.—Improvements in the treatment or manufacture of wrought C. PENNELL, Bodmin.—Improvements in the mechanism or apparatus for reducing or pulverising ores and other substances required to be reduced or pulverised. Nov. 16. W. M. WILLIAMS, Denbigh.—Improvements in apparatus for the distillation of coal and peat and such other substances as are or may be used for the manufacture of solid and liquid volatile hydro-carbons, or for the manufacture of the said hydro-carbons and cokes. Nov. 18.

LETTERS PATENT have been issued for the following:—H. HESSEMER, London.—Improvements in the construction of and mode of working hydrostatic presses and hydraulic apparatus. June 9. J. FORRESTER, Burnley.—Improvements in the manufacture of bricks, quarries, slabs, tiles, earthenware pipes, and other earthenware or ceramic articles. June 15. R. JONSON, Dudley.—Improvements in machinery for making moulds to be employed when casting metal. June 18.

SPECIFICATIONS published during the past week:—G. A. BIDDLE, traction-engines, 1s. 10d.; S. Healy, manufacture of zinc, 4d.; J. Kirkham, manufacture of iron and steel, 4d.; J. H. Johnson, manufacture of zinc, 4d.; R. Muesel, treating of steel and iron, 6d. L. DE FONTAINEMOREAU.

WEATHER PREDICTIONS.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—In my former letters I stated the late series of winds and gales would continue from the 1st to the 9th inst., with winds more or less violent. Well, this was generally correct. For the future, winds and gales will occur again from about the 15th to the 17th inst.; also from about the 20th to the 23rd. Weather, on the whole, mild, with the exception of some light frosts, as before stated.

GEORGE SHEPHERD, C.E., 26, Throgmorton-street, Dec. 10. Author of the "Climate of England."

** With last week's Journal we gave a SUPPLEMENTAL SHEET, containing—Traction on very steep Railway Gradients—Description of Agudio's Fanicular Locomotor, with double-action differential pulleys; Economic Manufacture of Tin-plates; New Act on Public Companies; Bray's Traction Engine; Colliery Workings in Bohemia; Promotion of Mining Companies—Promoters' Arrangements. Meetings of Mining Companies: Tincroft; West Par Consols; Drake Walls; South Darren; Neath and Pellenia; Central American; Alten and Quenangen; Copiapo Extension Railway; the Public Lamp-posts at Paris; Sinbad justified, &c.

** We shall give a SUPPLEMENTAL SHEET with our next Journal, in which will appear various articles, letters, literary notices, &c., which have been unavoidably omitted this week.

The Mining Market; Prices of Metals, Ores, &c.

METAL MARKET—LONDON, Dec. 11, 1863.

COPPER. £ s. d.		BRASS. Per lb.	
Best selected.....	101 0 0	Sheets.....	9 3/4-10 1/4
Tough cake.....	98 0 0	Wire.....	9 3/4
Title.....	98 0 0	Tubes.....	10 1/4
Burra Burra.....	100 0 0	FURNACE STEEL. Per Ton.	
Copper wire.....	101 0 1/4	Swedish, in kegs (rolled) 15 10 0	
ditto tubes.....	0 1 1	ditto (hammered) 15 10 0-18 0 0	
Sheathing & bolts.....	105 0 0	ditto in faggots.....	17 0 0-18 0 0
Bottoms.....	110 0 0	English, Spring.....	18 0 0-28 0 0
Old (Exchange).....	110 0 0	Bessemer's, Engineers Tool.....	0 0
IRON. Per Ton.		Spindle.....	30 0 0
Bars Welsh, in London.....	8 10 0	QUICKSILVER.....	7 0 0 p. bottl
ditto, to arrive.....	8 0 0	SPELTEN. Per Ton.	
Nail rods.....	8 10 0-9 0 0	Foreign.....	18 10 0
Stafford, in London.....	9 5 0-9 10 0	To arrive.....	19 0 0-19 2 6
Bars ditto.....	9 10 0-10 10 0	SING.	
Hoops.....	10 10 0-11 10 0	In sheets.....	24 10 0-25 10 0
Sheets, single.....	11 5 0-11 10 0	TIN.	
Pig No. 1, in Wales.....	4 10 0	English, blocks.....	112 0 0
Refined metal, ditto.....	4 0 0-5 0 0	ditto, Bars (in barrels).....	113 0 0
Bars, common, ditto.....	7 0 0-7 5 0	ditto, Refined.....	117 0 0
ditto, merchant, in Tees.....	6 12 6	ditto, Railway.....	114 0 0
ditto, railway, in Wales.....	7 0 0-7 10 0	ditto, Straits.....	113 0 0
ditto, Swed. in London.....	12 0 0	TIN-PLATES.*	
To arrive.....	12 0 0	IC Charcoal, 1st qua. p. bx. 1 9 0-1 10 6	
Pig No. 1, in Clyde.....	3 4 0-3 7 0	IX Ditto 1st quality.....	1 15 0-1 16 6
ditto, f.o.b. in Tees.....	2 10 0-2 12 6	IX Ditto 2d quality.....	1 4 0-1 7 6
ditto, f.o.b. in Tees.....	2 5 0-2 7 6	IX Ditto 3d quality.....	1 12 0-1 13 6
Railway chairs.....	5 10 0-5 15 0	IX Ditto.....	1 3 6-1 4 6
spikes.....	11 0 0-12 0 0	IC Ditto.....	1 6 0-1 10 6
LEAD.		Canada plate.....	p. ton 12 10 0-13 0 0
English Pig, ordy. soft.....	5 0 0-20 10 0	In London; 20s. less at the works.	
ditto (WB).....	21 7 6-21 10 0	Yellow Metal Sheathing p. lb. 9 1/4 d.	
ditto sheet.....	20 15 0-21 10 0	Sheets.....	p. lb. 9 1/4 d.
ditto red lead.....	21 10 0-22 0 0	Indian Charcoal Pigs.....	10 0 0-12 6
ditto white.....	26 0 0-27 0 0	In London.....	
ditto patent shot.....	23 0 0	* At the works, 1s. to 1s. 6d. per box less.	
Spanish.....	19 10 0		

REMARKS.—We have the satisfaction of recording that the Metal Market remains still uninfluenced by the tightness of the money market, and as the Bank has not this week made any further advance in the rate of discount (which had been expected), and as it now seems not improbable that the highest point has been reached, we are confirmed in our opinion of the position of the metal market, which we consider too safe to be affected by these monetary measures. The continued unsettled state of affairs between Germany and Denmark is not without a certain effect upon one metal, and as the Diet has determined upon taking Federal execution in Holstein, we wait to see what may be the next move taken by Denmark, and should this be unfavourable, there is no doubt that increased stiffness in this particular metal may be the result; as, however, we do not expect that, all circumstances being taken into account, peace will be broken, we are of opinion that in this case no further advances in that quarter may be anticipated.

COPPER.—The market for this metal remains firm, and a fair amount of business is doing at fixed prices. In foreign transactions are moderate, and sales have taken place in Burra at 1001. Kapunda has realised 1031. 10s., and Wallaroo is steady at 991. to 1001.; the stock of all these sorts is below the average. In Chili large operations have taken place, amounting to 600 or 700 tons, at 911. in Liverpool, and 901. to 911. in Swansea.

IRON.—The remarkable impetus which the trade has received during the last three months continues; many of the principal makers are declining orders, except subject to the prices which may be fixed at the preliminary meeting, which will be held at the end of the present month. Many of the makers are averse to any further advance, as they think the present prices are quite high enough to be expected to last for any length of time, and they also consider that if advances take place they would, probably, cause buyers to hold back, and would also unduly stimulate the means of production in this country, and also enable continental makers to compete successfully with our own ironmasters. Still we expect an advance in prices will occur, as circulars have been sent out by some houses, announcing that in consequence of the unsettled state of the workmen in South Staffordshire, and their demanding higher wages, the manufacturers of that district cannot accept any more orders for execution this quarter. Swedish iron remains without alteration. A very extensive business has been done in Scotch pig-iron during the week, prices varying, at one time rising as high as 65s. cash, 65s. 6d. one month, and 66s. 3d. three months; then declining to 63s. 9d. cash, 64s. 3d. one month, and 65s. 3d. three months. The last advices from Glasgow are more favourable, warrants realising 64s. to 64s. 4 1/2 d. cash, 64s. 6d. to 64s. 10 1/2 d. one month, and 65s. 6d. to 65s. 9d. three months.

LEAD.—The market is very firm, with an upward tendency; the demand for America is very large.

TIN.—Prices have somewhat improved during the week; Straits may now be quoted at 1131. to 1131. 10s., and Banca at 1141. to 1141. 10s. In English no alteration has taken place.

SPELTEN.—The remarkable excitement of last week has very much subsided, but still prices keep up well. Very large sales have taken place, and as much as 1200 tons is reported sold, but without particulars transpiring; apparently holders are waiting the result of affairs on the Continent.

STEEL.—Transactions very moderate; prices remain unaltered.

TIN-PLATES.—The demand continues very fair at present quotations.

QUICKSILVER.—No further arrivals have yet taken place; the demand continues.

NEW YORK, NOV. 25.—American pig-iron is scarce, and wanted at \$42 to \$43.50 for No. 1; the latter for best brands. Other kinds are scarce, and firm at all former rates. Refined ingot copper has been in lively demand, chiefly at 39c., cash, but sales of 5000 lbs. Detroit Smelting were made at the close at 38c., and is now offered at 37 1/2 c., cash; the decline is partly attributable to the falling off in the price of gold and exchange.

BOSTON, NOV. 23.—English Cannel, Ince Hall Mine, is selling in small lots at \$17, down to \$15 for other kinds. In Pictou and Sydney cargo sales at \$7 to \$7.25 per ton. Anthracite, in retail lots, is steady at \$12 per ton. The market for pig-iron is firm, and prices are higher. The sales of Scotch at \$43 to \$45 per ton, cash and four months, for Gartsherrie and other brands No. 1; and American Pig at \$42 to \$45 per ton, as to quality. In bar-iron the sales have been small, but at full prices. In Russian sheet sales of 50 packs at \$10 1/2 c. cash.

THE MINING SHARE MARKET during the past week has been particularly dull and depressed; indeed, we scarcely remember such a time of inactivity in business, and consequently, of depression in prices. How long this may last it is impossible to say, but we fear we must not look for any great reaction till after the Christmas holidays; in the meantime the bargain hunters may quietly pick up shares when they are low and neglected, and there are many at the present moment, which have been for some time neglected by the public, that show prospects of increased vitality; and the first start has been taken by Bryntal, shares in which have advanced from the mere nominal price of a few shillings, as we are informed, to 31., showing another example that in a good district shareholders should not be too much discouraged by temporary poverty. The adit level, in the western part of the mine, yielded large returns; and the 20 fathom level cross-cut, below it, has intersected the lode 11 feet wide, and worth 2 tons of lead ore per fathom; and when another level has been reached, the agent of Messrs. Cobden and Bright's mine—Dyflife—who has inspected Bryntal for the shareholders since our last, says large returns of ore per month can be made marketable. In 1853 the mine paid a dividend of 5s. per share, and one of the same amount in 1856. On Friday a little stir was created in the market by a demand for East Chiverton, Wheal Hope, and a few others; and the former rose from 5 to 6, leaving off 5 1/2 to 6, upon a report that the lode had been cut into a few inches in the 35 cross-cut, and of a

very promising character for lead so far as seen. West Chiverton, 53 to 54; the lode in the bottom of Hawke's shaft is now worth 601. per fathom, and a fine looking lode; the 80 west, on Williams's lode, is worth 1001. per fm.; the 80 east, 201. per fm.; the 70 west, 201. per fm.; the winze below the 70, about 14 fms. ahead of the 80 end west, is down 5 fms., and the lode very much improved, worth 601. per fm.; the 60 end west, 201. per fm.; the 50 west, 151. per fm.; on Valpy's lode the 80 west is worth 501. per fm.; the 80 east, 101. per fm. Wheal Hope shares in good demand, and leave off 5 to 5 1/2; buyers; the agent writes that there is still a splendid-looking lode going west in the 65 (new discovery), and hopes soon to have it in the levels above and below the 58 and 75. Wheal Chiverton, 9 to 9 1/2. Chiverton Moor, 5 to 5 1/2; the engine-house has been set. East Caradon, 26 1/2 to 26 3/4. Wheal Crebor shares have been pretty firm, at 37s. to 38s.; the lode in Cock's shaft is worth 4 to 5 tons of copper ore per fm.; the 84 east 3 tons, with every appearance of further improvement. The next sampling, in January, is expected to be 120 tons of copper ore. Clifford Amalgamated, 32 1/2 to 33 1/2; Condurow, 100 to 110; Drake Walls, 36s. to 38s.; East Basset, 58 to 59; East Carn Brea, 6 to 6 1/2. East Russell, 4 1/2 to 4 3/4; at the meeting a call of 3s. per share was made. East Wheal Lovell, 8 to 8 1/2; the 20 west looks better, worth 401. per fm.; the north lode, in the shaft, is worth 1101. to 1201. per fm.; the stopes above the 26 are worth on an average 551. per fm.; the mine altogether reported as improving. East Rosewarne, 2 1/2 to 2 3/4; the 75 west is worth 131. per fm.; the 65, west of sump-winze, 141. per fm.; the stopes east of sump-winze, 241. per fm. Gawton, 15s. to 17s. 6d.; the lode in the 36 is worth 7 to 8 tons per fm. Kelly Bray, 16s. to 18s.; the lode in the 85 east is worth 3 tons per fathom. East Wheal Grenville, 2 1/2 to 3; Gonamena, 2 1/2 to 2 3/4.

When Mary Ann, 1 1/2 to 1 3/4; at the meeting, on Tuesday, the accounts showed a profit of 781. 10s. 4d. on the quarter, and a balance in hand of 11851. 18s. 4d. The agents state that the lords have consented to grant a new set, at 1-15th dues. South Tolgus, 4 1/2 to 4 3/4; Great Wheal Fortune, 19 to 21; Herodfoot, 40 to 41; Marke Valley, 6 to 6 1/2; Nangiles, 29 to 30; North Basset, 2 1/2 to 2 3/4; North Downs, 30s. to 35s.; North Treskerby, 2 to 2 1/2. Wheal Kitty (St. Agnes), 7 1/2 to 7 3/4; the mine continues to look well. The ends in the aggregate are worth 1201. per fm. Great Wheal Busy lode, at the engine-shaft, is worth from 201. to 251. per fm.; Offord's, 251., the 130 end, 451.; the stopes in the back, 851. per fathom; at Boscaven the 70 west has greatly improved, worth from 181. to 201. per fm.; the stopes in the 60, 201.; No. 3 winze, 201.; and the winze below the 50 from 201. to 251. per fm. Pendean, 65s. to 71.; Providence Mines, 421. to 431.; Rosewall Hill and Ransom United, 3 to 3 1/2; South Caradon, 421. to 425; South Tolgus, 36 to 38; St. Day United, 30s. to 32s.; Tincroft, 181. to 18 1/2; West Caradon, 20 to 21; West Seton, 205 to 210; Wheal Basset, 90 to 95; Wheal Arthur, 7s. 6d. to 10s.; Wheal Basset and Grylls, 18 to 20; Wheal Buller, 25 to 30; Wheal Grenville, 4 to 4 1/2; Wheal Ludcott, 1 1/2 to 1 3/4; Wheal Seton, 160 to 165; Wheal Trelawny, 20 1/2 to 21 1/2; Wheal Union, 2 1/2 to 2 3/4; Wheal Unity, 9s. to 10s.; buyers; Wheal Uny, 5 to 5 1/2. Goonbarrow and Molinnis, 2 to 3; we called attention to these promising mines when the company was formed, some months ago, and are glad to learn they are progressing satisfactorily to the shareholders. The necessary machinery has all been erected, and the sales of tin for the last three months realised 18631. 12s. 8d.; and, from the state of the mine and the reserves, we are informed profits will soon be made. East Providence, 3 1/2 to 4; East Grylls, 12 1/2 to 13 1/2; Great Grylls, 4 1/2 to 4 3/4; Wheal Grylls, 28 to 30; Furze Hill Wood, 7s. 6d. to 10s.; the 40 east is worth 201. per fm., and promising improvement. North Crofty, 5 to 5 1/2; in the 170 east the lode has greatly improved, both in appearance and quality, being 18 in. wide, and worth 151. per fm. In the 160 east the lode has also improved, worth 351. per fm. The stopes above the 150 east are worth 251. per fm.; stopes above the 150 west, 201. per fm. Camborne Veau, 2 1/2 to 3; the 242 end east is looking a little better. The winze sinking below the 242, east of Grylls' shaft, is still looking well. Rosewarne United, 1 1/2 to 2; we understand the lode has been cut poor in the 30. In the 20 they had a good lode, and it is probable they may have to drive a little in the 30 before getting into the ore. North Chiverton, 2 to 2 1/2; the lode in the 20, we understand, is expected to be met with in a few fathoms driving, and, judging from its appearance in the 10 when seen there, a good discovery of lead is expected to be made.

On the Stock Exchange, the market for Mining Shares has been firm during the week, but business limited. The following prices were officially recorded in British Mining Shares:—East Carn Brea, 61; Great Wheal Vor, 12 1/2; Tincroft, 18 1/2, 18 1/2; West Chiverton, 53; East Wheal Russell, 4 1/2; North West Basset, 2 1/2; Wheal Seton, 162 1/2; Clifford Amalgamated, 33 1/2. In Colonial Mining Shares the prices were:—Cape, 5 1/2, 5 1/2; Kapunda, 3, 1 1/2

A correspondent, writing from West Virginia, says—"What has become of the Great Kanawha Company? Is it defunct, or in abeyance on the war? If that property were now in efficient working they would be making \$12,000 a month profit with the greatest ease. Coal is now selling in Cincinnati at \$9 per ton from Putnam county, where their mine is; the coal could be mined and shipped for \$1.50 per ton. From this you

SOLD AT LIVERPOOL, on the 1st December, by Mr. James Lewis.				
Mines.	Tons.	Price per ton.	Purchasers.	
W. Canada Co. (ex <i>Hopcock</i>)	1654	£17 6	.....	Williams, Foster, & Co.
ditto	163	17 6	.....	Copper miners' Co.
ditto	164	17 10	.....	Henry Baxter.
ditto	50	17 6	.....	ditto
ditto	50	17 15	.....	ditto
ditto	70	17 11	.....	J. Bibby Sons & Co.
ditto	35	17 11	.....	ditto
ditto	35	17 11	.....	Newlands, Keates, & Co.
ditto	35	17 11	.....	ditto
ditto	35	17 7	.....	J. Bibby Sons & Co.
ditto	35	17 7	.....	Henry Baxter.
Holyford (ex <i>Alexandria</i>)	10	16 4	.....	St. Helen's Smelting Co.

[illegible]

THE MINING COMPANY OF ITALY (LIMITED).

Capital, £50,000, in 10,000 shares of £5 each.
Deposit, 5s. per share on application, and 25s. on allotment.
The following extract from a special report on the property, by George Darlington, Esq., of Miners, is sufficient evidence of the value of the property, and the certainty of large returns:—"The Ballalio and Laorena Mines are not speculations; you have but to put up your appliances to return the ore, and profit will at once be made."
I see no reason to doubt the return of an annual profit of from £15,000 to £20,000 a year, or an average dividend of 35 per cent.
See Mining Journal of Sept. 12, Times of Nov. 4, and report of the speech of the President of Cornwall at the opening of the Sessional Council.
Prospectuses and forms of application for shares may be had at the bankers, brokers, or from the secretary, at the temporary offices of the company, No. 8, St. Benet's-place, Gracechurch-street, London, E.C.

THE PLYM RIVER SLAB AND SLATE COMPANY (LIMITED).

Capital, £60,000, in 10,000 shares of £6 each.
First issue, 5000 shares.
10s. to be paid on application, and £1 10s. on allotment.
Future calls at intervals of not less than three months, nor more than £1 per share.
DIRECTORS.
FREDERICK ROBOU DE LA TREHONNAIS, Esq., Bickley Park, near Bromley, Kent.
WILLIAM PULSFORD FRANK, Esq., 20, Wharf, Paddington Basin (timber merchant and contractor to the Board of Ordnance).
ROBERT HAMMOND, Esq., 15, Royal-terrace, Southend, Essex, and 9, Liverpool-street, City (civil engineer and contractor).
FRANCIS FORD, Esq., 9, Milner-street, Milner-square, Islington.
S. L. BECKHAM, Esq., Gray's Inn, W.C., and Carlton Lodge, Oxford.
JABEZ CHURCH, Esq., Chelmsford, Essex (civil engineer, Director of the Glvach Coal Company).
BANKERS—The London and County Bank, 26, Lombard-street, London; and the West of England and South Wales Banking Company, Plymouth.
LONDON SOLICITORS—Messrs. Gregory and Champion, 17 and 18, Clement's Inn, W.C.
LOCAL SOLICITOR—C. L. Rodcliffe, Esq., Frankfort-chambers, Plymouth.
CONSULTING ENGINEER—W. P. Gale, C.E., 25, Parliament-street, Westminster.
LOCAL COMMERCIAL AGENT—Mr. William J. Bennett, 3, Rudger-place, Stoke, and 42, Marlborough-street, Devonport (merchant, &c.).
AUDITOR—Mr. F. R. Maynard, 19, Broad-street.
SECRETARY—Mr. C. Dowling.
TEMPORARY OFFICES.
9, LAURENCE POUNTNEY HILL, CANNON STREET, E.C.

This company is formed to purchase and work, on an extensive scale, the old and well-known Rimple and Cann Quarries, about 5 miles from Plymouth. They comprise about 200 acres of slate rock, of immense thickness, practically inexhaustible in quantity, suitable for roofing, cisterns, tanks, and all other purposes for which slates and slabs are used, and being in all respects equal in quality to the produce of the far-famed Delabole and Welsh quarries.
The Rimple and Cann quarries have been worked for very many years on a limited scale, and in an inefficient manner, by labouring men, under which profits of 50 per cent. have been made. The recently constructed Plymouth and Tavistock Railway runs through the centre of the quarries, and the produce will be conveyed to Plymouth at 1s. per ton, whilst the existing quarries are subject to a heavy land carriage of 7s. to 10s. per ton.
Returns will be made immediately, 2½ acres of surface having been already opened. There is a very large demand for the produce in Plymouth, Devonshire, Stonehouse, Tavistock, &c., the heading and waste being saleable at a good profit, and, taking also into account the enormous demand for slate, it appears certain that at least from 30 to 40 per cent. per annum profits must of necessity be realised.
Maps, reports, and specimens of the slate and building-stone may be seen, and prospectus had, at the temporary offices of the company, 9, Laurence Pountney-hill, Cannon-street; or of the solicitors, Messrs. Gregory and Champion, 17 and 18, Clement's Inn.

PENWARTH CONSOLS MINING COMPANY (LIMITED).

Capital, £12,500, in 2500 shares of £5 each.
Present call, £2 10s. per share.
This company is formed for effectually developing a valuable mineral property, situated in the parish of Perranabuloe, in the county of Cornwall, formerly worked with other mines, and known by the name of Perran Wheel Mine.
The district in which the mine is situated is known as a productive and profitable field for mining enterprise, and has within the last twelve months proved highly successful, in the mines of West Chiverton, now with a market value of £160,000, Wheel Chiverton £50,000, and Chiverton Moor £20,000, besides other undertakings commanding large premiums.
The amount now called, viz.—£2 10s. per share, will be sufficient to purchase the whole of the property, erect a new 40-in. cylinder steam pumping-engine, sink the engine-shaft to the 33, lay open the lode at 20 for a considerable distance, and effectually work the mine, and respectively return of ore, for the space of two years. It is, however, anticipated from appearances at the adit, that the lode will be found rich for copper when opened upon at the 20, and render unnecessary the calling of the remaining £2 10s. per share. If, on the other hand, this is not the case, and the mine should not be worked to a profitable state with the amount now called, the remainder of the capital will be subscribed only as wanted, and not at one time. The object of the present company being to give the undertaking a thorough trial, which course so far, in this district, has always been attended with the greatest success.
Further particulars, and copies of reports of eminent mining agents, can be had on application at the offices of the secretary (Charles Thomas, Esq.), No. 3, Great St. Helens, London, E.C.

THE DARREN CONSOLIDATED SILVER AND LEAD MINING COMPANY (LIMITED).

Capital, £30,000. Divided into 15,000 shares, of £2 each.
Deposit, 10s. on application, and 10s. on allotment.
First issue 7500 shares.
DIRECTORS.
Lieut.-Col. RICHARD M. BEACH HICKS, Southwick House, Southwick-crescent, Hyde-park, W.
WILLIAM SEWELL SUTTON, Esq., Annan Lodge, Brighton.
THOMAS MASON, Esq., Harleyford-road, Vauxhall.
JOHN SHIMMIN, Esq., T. C. 150, Islington-square, Liverpool.
RICHARD ROBERTS, Esq., Child, Okeford, Dorset.
BANKERS—Metropolitan and Provincial Bank (Limited), 75, Cornhill.
This company is formed for the purpose of acquiring and extending the operations at present carried on in the Darren Consolidated Mines, in Cardiganshire, formerly worked by Sir Hugh Myddelton, and from which he derived immense profits.
These mines have been worked for the last 30 years, with but little cessation, to the present time, and yielding large profits. The ore is the richest in Wales, producing 42 ozs. of silver to the ton.
After a very careful estimate of the produce of the different ore bargains, the agent calculates on raising monthly, with a working capital of only £1000, 30 tons of lead, which, taken at the very low price of £17 per ton, would give £510, at a cost of £266, leaving a profit of about £240 per month, or £3000 per annum; and, from discoveries lately made, a small additional outlay will greatly increase this return, thus rendering it unnecessary to call up more than a portion of the capital.
The machinery upon these mines comprises three large and powerful water-wheels, two crushers, several miles of railway, horse whips, drawing and pumping lifts, and all the necessary dressing apparatus, the laying out and completion of which, with the mine work, cost upwards of £10,000.
Detailed prospectuses and forms of application can be had on application to the Secretary, Mr. Thomas Thompson, at the offices of the company, 12, Old Jewry Chambers, London, E.C.

THE SOUTH FOXDALE SILVER-LEAD MINING COMPANY (LIMITED). ISLE OF MAN.

Incorporated under the Joint-Stock Acts, with liability expressly limited to the amount of shares subscribed for.
Capital, £25,000, in 5000 shares, of £5 each.
£1 10s. on allotment, and no further sum to be paid for six months.
DIRECTORS.
JOSEPH TILSTON, Esq., 2, Chestnut-place, Westbourne-park, W. (Chairman).
JAMES BRODHURST, Esq., St. George's-square, Pimlico.
Colonel R. Y. BUSH, 55, York-terrace, Regent's-park.
HENRY EDWARDS, Esq., Maze-hill, Blackheath, Kent.
JOSEPH HOPGOOD, Esq., 15, George-street, Hanover-square, W.
FRED. J. KING, Esq., 1, Bishopsgate-street, E.C.; Reigate, Surrey; and Isle of Man.
WILLIAM OGILVIE, Esq., 1, Angel-court, Broad-street, London.
DAVID ROBERTS, Esq., M.D., Great Dover-street, London.
Major STAPLETON, Junior United Service Club, London.
BANKERS—London and County Bank, 21, Hanover-square, W.
SOLICITOR—A. Gledhill, Esq., 6, South-square, Gray's Inn.
AUDITOR—Richard Roberts, Esq., Child Okeford, Blandford.
SECRETARY—Charles Strong, Esq.
OFFICES.—11, WATERLOO PLACE, PALL MALL, LONDON, S.W.

PROSPECTUS.

This company has been formed for the purpose of purchasing the lease of an extensive set of richly mineralised property in the Isle of Man, called the South Foxdale. This set, which includes the valuable Ballacoonish Mine, upwards of four miles in extent, and is situated between Castletown and Port St. Mary, on the south of the island. The lease, which is held from the Crown, for a term of 21 years, at moderate royalties, has been purchased by the directors, for the very moderate payment of 1500 fully paid-up shares only, the proprietors refusing any cash payment, from their strong conviction of the inexhaustible riches awaiting the operations of the company; comment upon this is unnecessary. A considerable outlay has already been made with most satisfactory results, numerous rich lodes having been discovered, and many cargoes of silver-lead ore sold. Several lumps of ore have been lately tested, and found to contain from 50 to 60 ozs. of silver to the ton.
The success of mining operations in the Isle of Man is already an established fact. The Laxey shares, of £100 each, are marketable at £1200 each.
The Foxdale Company have, within a few years, divided amongst their fortunate shareholders nearly £200,000.
The present set lies to the south of this celebrated mine, and possesses great facilities of shipping.
There are already many tons of rich ore nearly ready for shipment.
Reports from eminent mining engineers may be seen at the offices of the company. There are already 1100 shares taken and paid upon.
Every director pays for his qualification.
Prospectuses, with forms of application for shares, and any further information, may be obtained, and samples of the very remarkably rich ore seen, at the offices of the company, 11, Waterloo-place, S.W.—October 24, 1863.

MR. GEORGE HENWOOD, MINING ENGINEER,
LOCHHEAD HOUSE, LOCHWINNOCH, SCOTLAND, OFFERS HIS SERVICES AND ADVICE on mines situated in any part of England, Scotland, Wales, Ireland, Isle of Man, &c. Mr. Henwood's extensive experience in his peculiar department of mining science is well known, and will be exerted to the utmost for the benefit of his clients.

SCHIELE'S PATENTS.

SCHIELE'S PATENT TURBINE WATER WHEELS.
FLATT AND SCHIELE'S PATENT SILENT FANS.
SCHIELE'S PATENT BLAST ENGINES.
SCHIELE'S PATENT VENTILATORS FOR SHIPS.
FLATT AND SCHIELE'S PATENT MINE VENTILATORS.
SCHIELE'S PATENT AIR PUMPS OR GAS EXHAUSTERS.
SCHIELE'S PATENT GOVERNORS.
FLATT AND SCHIELE'S PATENT COMPOUND FANS.
SCHIELE'S PATENT COMPOUND BLAST ENGINES.
Notice is hereby given, that the NORTH MOOR FOUNDRY COMPANY, OLDHAM have the SOLE and EXCLUSIVE RIGHT to MANUFACTURE and SELL the MACHINES KNOWN AND USED UNDER the ABOVE NAMES.
Mr. SCHIELE has NO INTEREST whatever in the ABOVE INVENTIONS, having ABSOLUTELY ASSIGNED the SAME to MARTIN SCHUNCK, Esq., by a deed dated 14th July, 1863, executed pursuant to an order of the Lancashire Court of Chancery.
Every attempt to use the above machines (unless purchased from the North Moor Foundry Company), whether under alleged "new patents," "latest patents," or "patents of 1863," or any other similar ad captandem title, will, immediately on its becoming known, be made the subject of legal proceedings.
LEWIS, DARBISSHIRE, AND ASHWORTH, Solicitors,
21, Brown-street, Manchester.

THE PROGRESS OF MINING IN 1862.

BEING THE NINETEENTH ANNUAL REVIEW
BY J. Y. WATSON, F.G.S., Author of the *Cyclopedia of British Mining* (published in 1843) *Gleanings among Mines and Miners*, &c.
The EIGHTEENTH ANNUAL REVIEW OF MINING PROGRESS appeared in the MINING JOURNAL of December 23, 1861, and January 4, 1862.
A FEW COPIES OF THE REVIEW OF 1862, containing Statistics of the Metal Trade, the Dividends and Percentage Paid by British and Foreign Mining Companies, and the State and Prospects of upwards of 200 Mines. Also a FEW COPIES OF THE REVIEW OF 1863, 1864, and 1865, MAY BE HAD on application at Messrs. WATSON and CUELL'S Mining offices, 1, St. Michael's-alley, Cornhill, London.
Also, STATISTICS OF THE MINING INTEREST. By W. H. CUELL.

WATSON AND CUELL'S MINING CIRCULAR,
published every Thursday morning, price 6d. or £1 1s. per annum, contains Special Reports of Mines, and the Latest Intelligence from the Mining Districts, from an exclusive resident agent; also, Special Recommendations and Advice upon all subjects connected with Mining, and interesting to Investors and speculators. A Record of Daily Transactions in the Share Market, Metal Sales, and General Share Lists, &c. Edited by J. Y. WATSON, F.G.S., and published by WATSON and CUELL, 1, St. Michael's-alley, Cornhill, N.B. Messrs. WATSON and CUELL have made a selection of a few dividend and progressive mines, which they have reason to believe will pay good interest, with a probability, also, of a rise in value, the names and particulars of which will be furnished on application.

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district, embracing the whole of the PERRAN MINES, WILL BE PUBLISHED SHORTLY, by subscription, at 21s. each, coloured and mounted; or 16s. unmounted. Subscribers will be supplied in the order in which they give their names to the author, R. SYMONS, surveyor, Truro.—Truro, November 26, 1863.

PLANS OF MINES.—MR. R. SYMONS, LAND AND MINE

SURVEYOR, Truro, having COPIES of the PLANS of nearly ALL the MINING PARISHES in CORNWALL, promoters of mines requiring plans to accompany prospectuses, &c., will do well to apply to him. He can supply any number of lithographic copies at a short notice.

Notices to Correspondents.

* * * Much inconvenience having arisen in consequence of several of the Numbers during the past year being out of print, we recommend that the Journal should be regularly filed on receipt: It then forms an accumulating useful work of reference.

NANGLIES.—The inspection-day for this mine is Monday. I have been disappointed on several occasions at not being able to see the bottom ends and shaft, where it is said they have such fine courses of ore, in consequence of repeated "lets to the engine and pitwork." I am privately informed, however, that the bottom of the shaft is poor, and the eastern end has fallen off from 6 tons per fm. to only saving work, and the western end is worth 10l. per fm. If a report were sent to the *Mining Journal* every week, the public would have greater confidence. I trust the manager will take this hint.—*Inspector: Redruth, Dec. 9.*

BLASTING POWDER.—We have several letters for "Large Consumer," whose Note appeared in last week's Journal: as we have mislaid his card, he must send for them.

AUDIO'S TRACTION-ENGINE.—I have read with much interest the description of Audio's ingenious piece of traction, but have failed to find any mention of the cost. Can any of your readers inform me the aggregate cost for the carriage, ropes, and all complete for an engine three miles long, with a gradient of 1 in 8, the weight to be drawn up not to exceed the truck of fair average weight, carrying in the aggregate 30 tons? I desire the reply, if possible, to be direct, and unencumbered by calculations of any kind; thus—"The cost for the traction carriage, ropes, and all necessary appliances for working the funicular traction system, including the putting down of the necessary apparatus and all other expenses upon the line mentioned, the road being already made, and the rails laid in the usual manner on transverse sleepers, 4 ft. 8½ in. gauge, will be 10l. or 10,000l. as the case may be. Mr. Audio to undertake to deliver over the line in satisfactory working order in — weeks from the date of commencing operations for applying his invention." I believe there are a vast number of mines both in Wales and Cornwall, as well as in other parts of the kingdom, where the principle could be successfully applied for drawing up materials and lowering the minerals, provided the cost does not exceed (say) 250l. per mile inclusive. In your article on the subject you refer to the differential pulley being used, and I should be glad to learn whether the arrangement is similar to Weston's pulley, and possesses the same advantage of preventing the running down of the load upon the ceasing of the application of the power.—*CYMRU.*

THE BRYMBO LAMP SMELTING AND DRESSING COMPANY.—Oblige by correcting next Saturday a misstatement in last week's Journal respecting this company. The paragraph I refer to states—"It appears that 168 shares were represented at the meeting; the company consists of 8000." The company consists of 250 shares, of 100l. each; so that the proportion represented at the meeting was 2-3ds instead of 1-48th.—*J. MATHER, Sec.: Manchester, Dec. 8.*

TINNING IRON.—The address of Messrs. Saunders and Piper, whose invention for the Economic Manufacture of Tin Plates was described in the Supplement to last week's Journal, is the Cockley Ironworks, Kidderminster.

EAST PROVIDENCE MINE.—I find some further remarks upon this mine in last week's Journal, but as it is not my intention to carry on a correspondence upon the subject, I would merely ask the shareholders not to be frightened out of their shares by any misrepresentations, but if they have any doubts upon the subject to have the mine inspected, and judge for themselves. Capt. Rowe was underground here again on Tuesday last, and his report fully bears out the many opinions of other competent agents referred to in my last. If, therefore, there is any truth in the adage that "experience teaches knowledge," I should decidedly give the preference to the opinion of such men as Capt. Rowe, Rogers, Nancarrow, and others, whose practical knowledge is well known in this locality.—*THOMAS HOLLOW, Purser: Lelant, Dec. 9.*

SLATE MOUNTAIN, AND THE CRICETH COMPANIES.—In last week's Journal appeared a letter signed by "A Shareholder," who reflects on the shareholders of the Slate Mountain and the Criceth Companies for their apathy in not attending the general meetings to support the directors. In this, no doubt, they have been too remiss; but it appears to me that, whether the shareholders of any company, who are not the direct managers, master in number sufficient for legitimate business or not, the managers should not slight their engagement, nor fail to apply the money committed to them in the most economical way. With respect to the shareholders of the Criceth Company, it would seem that they have until lately placed implicit confidence in the superintendence; hence, in part, the apathy complained of. For, believing everything was working well at head quarters, and with such blooming prospects, what help was wanted? The distant shareholders did not notice the use of their attendance there, and so preferred to forgo the inconvenience of a long journey, and its heavy expenses. Moreover, for a long while past they have been in expectation of the promised dividend, till to disappointment and discontent has been superadded doubts as to the capabilities of the property, and the integrity of the management. However, there is reason to hope that we are on the eve of a better state of things.—*W. S. B.: Dec. 10.*

TWELVE APOSTLES MINE.—We have received a long depreciatory letter on the position and prospects of this mine; but, as it has a too personal reference, we cannot insert it in the Journal. The writer, however, concludes with advice, which we cannot hesitate to endorse—that is, that those "interested as shareholders should have the mine inspected by some competent and trustworthy agent."

EAST PROVIDENCE.—Pressure of business has prevented me replying to Mr. Hollow's letter this week; but in the next Journal I intend to enter fully into the matter.—*A. ANTHONY.*

QUEBRADA LAND, RAILWAY, AND MINING COMPANY.—"R. J." should apply to the office of the company, where every information can be obtained.

THE MINING JOURNAL

Railway and Commercial Gazette.

LONDON, DECEMBER 12, 1863.

The Manufacture of Gas is a subject that interests but a very small proportion of those who use it, and to this reason may be attributed the badness of the quality of that so frequently supplied to consumers, both in London and the provinces.

To obtain a certain amount of light is all that most people think about, and this they accomplish by the mere act of opening the valve until a sufficient volume of gas is ignited to satisfy their requirements. The variations in quality are seldom noticed, and an increase in the quantity used on occasions when an inferior quality has to be dealt with is in like manner unheeded.

Fifty years ago, when the streets of our large towns were lighted by means of oil lamps, and the same agents were employed as an illuminating power in all places where the most brilliant light was required, people were easily able to determine as to the quality of the materials of which the lamp was made up, and woefully did they grumble when they were deprived of the quantity of light to which they were accustomed, as in such instances the only mode of making up the deficiency was by increasing the number of lamps. Now, however, they are not subject to the same contingencies, but are able to satisfy their wants in the manner first indicated without even detecting that they do so by the substitution of *quantity* for *quality*. True it is, however, that when they receive their bills from the gas company they are sometimes surprised at the amount, and this is the more puzzling to that class of people whose habits are so regular, and whose requirements are at all times so nearly identical, that they well know the difference has not been caused by any increase of consumption on their part; but here the matter ends, unless, indeed, they suspect the meter does not work correctly, and then they lay to the meter the complaint that should often be made against the quality of the gas. None can fail to admit the vast importance to the public of possessing a light as nearly equal to that of the sun as can possibly be produced at such a price as will permit of its general adoption. At the present time there can be little doubt that gas is the only article that can supply this necessity. It eminently combines economy with results of an effective nature. Gas is capable of producing a much greater amount of light than any other artificial medium (with the exception of electricity), and that at a considerably cheaper rate; therefore, it is evident that gas will be more extensively used in each succeeding year. The question is, from what material can we obtain the *largest quantity and best quality* of gas? The following statistics clearly demonstrate that Cannel is the commodity most suitable for that purpose.

It has been ascertained by Dr. FRANKLAND that 20 sperm candles, for ten hours, would cost as follows, in the several artificial lights named:—Spermaceti candles, 6s. 8d.; paraffin candles, 3s. 10d.; tallow candles, 2s. 8d.; sperm oil, 1s. 10s.; paraffin oil, 6d.; coal gas, 4½d.; Cannel gas, 3d. This evidence is most conclusive and satisfactory. Why, then, is not Cannel more extensively used? One reason is that most of the large gas companies obtain a fancied augmentation to their profits by the sale of coke, the residue of the coal from which the gas has been obtained; and, as Cannel will not leave any coke, they suppose in the event of their using it in preference to common bituminous coal they would lose the profit they derive from the sale of their coke.

This principle, however, is more like robbing Peter to pay Paul than the result of careful investigation and fair comparison by actual trial. They lose more than one-third in quantity of gas in order to obtain coke. Taking a ton of Cannel at 23s. at any of the London gasworks, and calculate that it will produce 13,000 ft. of gas, which sells at 4s. 6d. per thousand feet, we get a return of 58s. 6d., without reckoning anything for coke. Then take an instance in coal, the price of which would be about 15s. per ton at the gasworks, producing 8000 ft. and about 6 cwt. of coke, value—gas, 36s.; coke, 6s. 6d., making a total return of 42s. 6d., against 58s. 6d. in the case of Cannel.

It is not simply these advantages that Cannel possesses over every other description of coal which are its only recommendations, but there is another feature of a most important character—the heat thrown out from Cannel gas is only 32, whilst that produced by coal gas is 47.

This circumstance cannot be overlooked; it is one which not only concerns the convenience of those who use gas, but also their health, as it is well known that heat produced by gas is extremely deleterious to health. With these facts before us, we cannot understand why the directors of the various London gasworks persist in using common bituminous coal.

It is notorious that London gas is worse than that made anywhere else, and that the streets of the metropolis are not lighted half as well as those of most country towns. In foggy weather this is particularly noticeable; the flickering yellow flame of a street-lamp can scarcely be seen even whilst standing immediately under it, and the lights in our rooms are enough to make one bilious. The only way to alter this is to give up the use of the common trash that is sent here as *gas coal*, and in its place to use Cannel, then will the public be better served, the health of the metropolis improved, and the stigma that London is the worst lighted city in the world will be removed.

Among the several railway projects for the county of Cornwall which have deposited the necessary plans and sections, preparatory to applying to Parliament for Acts of incorporation, is one denominated the TAMAR, KIT HILL, AND CALLINGTON RAILWAY; and to those who are acquainted with the district thus proposed to be traversed with an iron road it will be at once admitted that none can be of greater importance. Its construction will supply a want long felt and deplored; but the old adage, that what is everybody's business is nobody's business, has here been verified, and no one has had the energy to promote an undertaking fraught with so much advantage to the general interests of the whole of the county of Cornwall. Mr. MALACHI, who realised a large fortune from the Tamar from the mines near Callington, known now as the Langford, proposed a similar scheme about twenty-five years since, and had the line surveyed; but the apathy of those most interested frustrated his plans, and all his ideas on the subject were allowed to pass into oblivion. The Tamar has ever been the highway to Plymouth, and, indeed, of general exit of all the productions of the various mines in the section of Cornwall lying between the points indicated, while it has always furnished over its waters the requirements of the agriculturist as well as the miner. Cheap transit, consequently, is the great desideratum, and we cannot better show the importance of this than mentioning that one mine alone will save 600l. per annum in cartage by the construction of the proposed railway. The price now charged for horse-power is from 4s. to 5s. per ton for a distance of about six miles; while, in addition, there is frequently great difficulty in procuring proper conveyance, either to or from; and all, more or less, have to depend on the caprice of the farmers and others for drawing the materials in constant use at the mines, such as coal, and iron, and lime, or limestone for the agriculturist, while the ore is conveyed in a similar irregular manner to the quays on the Tamar. We are assured, moreover, that parcels from Plymouth and Devonport for the tradesmen in Callington are charged 1s. per cwt. from Saltash, a distance of nine miles, and it is frequently made a favour on the part of the carriers to take the goods at all at certain times of the year, when business in this way is brisk. It is true that Callington, of itself, is a small town, of about 3000 inhabitants, but it is the centre of a large population, and supplies a most extensive district in all necessary requirements. The railway proposed will remedy these drawbacks, and quickly place all the tradesmen and buyers on an equal footing, by providing a regular means of conveyance, with uniform charges.

The line will commence at Kelly, near Calstock, on the Tamar, and run round the celebrated Kit Hill into Callington, in a distance of about seven miles, and furnishing direct accommodation to the various mines of Calstock Consols, Wheel Edward, Drake Walls, Gunnis Lake, Clifters,

Hingston Down, Wheal Williams, Latchley Consols, West Down, Kit Hill, New Wheal Martha, West Wheal Martha, Wheal Tom, Holmbush, Kelly Bray, Callington Mines, and East Wheal Florence; while, in addition, it will be the exit for many mines on the Devonshire side of the Tamar, such as Lammehoe, West Maria and Fortescue, &c.; opening up, also, the granite quarries of Kit Hill, by means of this easy and cheap transit.

No prospectus has yet been issued, although we understand a company has been formed, and the line is already in course of construction, as the greater part of the land has already been purchased, and the consent of nearly all the landowners obtained. In fact, it is a mineral line of the utmost importance, and obviously the interest of all along its course, and within its influence, to promote the carrying out of the plan laid down—indeed, we are assured that the sanction of Parliament may not be necessary, so universal is the opinion in favour of the project as one of great utility, and as a source of remuneration to the shareholders. Locally, it is calculated it will be a 10 to 12 per cent. line, and the contractor, it is said, offers to take the railway on lease for ten or twelve years, and guarantee 5 per cent. on the capital. The course of the line is through a most picturesque country, overhanging the Tamar, and opening extensive views of the Caradon Hills, Cornish Tors, &c.; and as the trip up the Tamar by steam, from Plymouth and Devonport, is already most popular, it will naturally become still more so when railway accommodation will enable visitors to enjoy a visit to Kit Hill and the other places of interest which will be opened up by the Tamar, Kit Hill, and Callington Railway.

THE MORFA EXPLOSION—THE CORONER'S INQUEST.

The inquest is over. The thirty-nine hapless beings who were killed in this colliery have been decently buried, and by "the splendid munificence" of the lessor and lessee of the colliery the unfortunate families of the deceased colliers have been provided for. We cheerfully admit that credit is due to the two Members of Parliament for the county for thus voluntarily discharging a duty, which railway companies are compelled by law to observe. We cannot, however, agree with those of our contemporaries in describing their conduct in this matter either as "splendid" or "munificent." They have simply done their duty, and no more. Surely no honourable men would strive to evade the responsibilities of a moral obligation, because the laxity of the law did not oblige them to adopt a course consistent with common honesty, and in harmony with a principle sanctioned and adopted by the Legislature in reference to fatal and other accidents on railways. Personally, we believe these gentlemen are not to blame, but Messrs. VIVIAN are certainly responsible for the negligence of their servants, as much as railway directors are for the misconduct of theirs, and we can see no reason why the same measure of compensatory justice should not be meted out to both.

After a careful perusal of the evidence given at the inquest, as reported in the newspapers, we are unable to arrive at any other conclusion than that this "accident" might have been prevented, had the ordinary means of securing the safety of the men been strictly and undeviatingly resorted to. We shall give the reasons why we differ with the coroner's jury; but, in the first place, we wish to direct the attention of our readers to the verdict, and especially to the main question which was, or ought to have been, the subject of the inquest.

The verdict was as follows:—"We find that MICHAEL CRAWLEY came by his death in consequence of an explosion of fire-damp, but how the explosion took place there is no evidence to show."

If we refer to the Act of Parliament passed for the Regulation and Inspection of Coal Mines, 23d and 24th VICT., cap. 151, we shall find the first general rule—which the Act states "shall be observed in every colliery or coal mine and ironstone mine by the owner and agent thereof"—to be as follows:—"An adequate amount of ventilation shall be constantly produced in all coal mines or collieries and ironstone mines, to dilute and render harmless noxious gases, to such an extent that the working places of the pits, levels, and workings of every colliery and mine, and the travelling roads to and from such working places, shall, under ordinary circumstances, be in a fit state for working and passing therein."

The very occurrence of an explosion is *prima facie* evidence of the non-observance of this rule; for had the colliery been adequately ventilated, as required by it, the explosion would and could not have happened. The attention of the jury, therefore, ought to have been steadily directed to the state of the ventilation before the occurrence of the explosion, in order to ascertain not only how the explosion took place, but how such a large accumulation of fire-damp, as there undoubtedly was, happened to be in the mine, for this was the primary cause of the explosion. Unfortunately, coroners' inquests puzzle themselves, and hood-wink the public, by directing their investigations into the wrong channel, under the impression that the calamity is solely attributable to the ignition, and not to the existence of fire-damp in the mine; and hence a great deal of time is uselessly wasted in attempts to discover by whom the fire-damp was ignited, whilst the most important question receives comparatively but little attention. Such a mode of procedure may "make things pleasant" to owners and agents, but it completely sets at naught the imperative requirements of the law.

In this case the jury find "that MICHAEL CRAWLEY came by his death in consequence of an explosion of fire-damp." That being so, was it not their obvious and imperative duty to pursue the enquiry a step further, and ascertain how it was that such a fearful accumulation of fire-damp existed in the mine, and men were compelled to work in so dangerous an atmosphere, that the slightest accident to the frail wire gauze of a safety-lamp was certain to destroy the lives of all within its influence? Had the inquest adopted such a course, and brought but ordinary intelligence to bear upon the subject, we cannot but think that they would have arrived at a sounder and more legitimate conclusion than they did, when they found that "there was no evidence to show how the explosion took place."

The subject is a highly important one, and demands an open, free, and an unbiased discussion. The highest interests of both owners, agents, and workmen are involved in it. This inquest is but an instance of a system which has been pursued for many years, and we trust that our remarks may be viewed as applying to a general practice more than to any particular case. We take this instance because it is the most recent, and not because it is worse than others. We are uninfluenced by any personal considerations, our only motive being to promote the cause of humanity. Trusting that our readers will bear in mind these apologetical observations, we shall proceed to cite so much of the evidence as appears to us confirmatory of what we have already said, and add such observations as may be required for the elucidation of the subject. Before, however, quoting the evidence, it ought to be mentioned that this colliery is well known as a fiery one, and that, previous to the recent explosion, two others had occurred, by which 20 lives were lost; so that, as far as such fearful warnings go, there has been quite enough to induce the adoption of every possible precautionary and preventive measure.

The first witness was Mr. GREY, the general manager of the colliery. We regret to find that the evidence of this gentleman is vague and unsatisfactory, and is more remarkable for what he did not say than for what he did, notwithstanding that some of his evidence appears to us as inexplicable. He says that he has been manager for 15 years, so that he cannot be otherwise than most thoroughly acquainted with the colliery. He says that he had "the air of the colliery measured this morning" (Nov. 6), which would be about the same, or not quite so good, as on the morning of the accident; "and I find that the total quantity of air going down to the 9-foot vein, when the explosion occurred, is 21,664 cubic feet per minute; the total quantity of air going into the south side of the colliery is 76,500 cubic feet per minute. The total quantity of air going into the north and east is 19,404 cubic feet per minute; going into the 6-foot vein, 2700 cubic feet per minute, which will make a total quantity going into the colliery of 98,604 cubic feet of air per minute. The total distance which the air has to travel from coming down the pit until it again reaches the furnace, so as to ventilate the eastern part of the pit, is 2854 yards, and on the western side 2279 yards."

Nov, Mr. GREY is reported to have said that he had had the air measured on the morning of the day upon which he gave this evidence, and he subsequently said that many of the doors were broken, and numerous heavy falls had taken place; and, further, he adds—"I have been engaged with relays of men in clearing away the falls, both in the west engine-plane and No. 5 and No. 6 west levels, and No. 6 east level. Many of the falls are very heavy, from 20 to 25 yards long, and quite up to the roof. In clearing away these falls it is necessary to re-timber, which is a very slow process," with much more to the same effect. We understand from this that the repairs were in progress, but far from completion, on the day of the inquest, when the air was measured; and we cannot understand how it was that 98,000 cubic feet of air was forced through a colliery in such a dilapi-

dated condition. Nor can we comprehend how the ventilation could be as good then as before the disastrous explosion happened. Mr. GREY must excuse our frankness, when we tell him that there must have been a mistake somewhere, and we trust that he is not responsible for it.

Apart from the incredulity which hovers over this statement, we think the witness might have told us somewhat more on a subject of such vital importance. For we cannot disguise the fact that the information communicated is extremely meagre and unsatisfactory. The areas and depths of the pits, the mode of coursing the air, the number of splits, the areas of the air-ways, the velocities of the air in the in-take and out-take, with other details, such as are frequently given in such cases, would have been an acceptable addition to what has been given. Considering that Her MAJESTY'S Inspector of Mines was present, and knowing, as he does, the vast importance attached to this subject, we are surprised that he made no attempt to obtain more and better information from Mr. GREY, and gave more himself. It is true that both he and Mr. GREY expressed an opinion that the colliery was well ventilated, but neither of them gave any reliable evidence that such was the fact, whilst the occurrence of three explosions leads to a very different conclusion. The silence of Mr. EVANS as to the quantity of air, of which it was his duty to be thoroughly informed, has great significance; and, with what has been already said, strengthens our incredulity as to the mine having been adequately ventilated. This conclusion is confirmed by the evidence of the men, who were less reticent than the manager of the colliery and the representative of the Crown.

W. BARRASS: "I then asked him if he could see any gas coming off?" and he said, "No; you must put your lamp up to the edge of the goaf before you can find any." The end of the goaf would be about a yard from where the men were working. The gas would, of course, be at the top of the goaf. On the Friday (the day before the explosion), when in the pit, I went up to this stall (No. 5, west level); there was then a brattice within 8 or 9 feet from the front of the face. There is now a very heavy fall at the mouth of the stall. JOHN EVANS, the night overman, told me there was gas in No. 7, east level. The gas was in the level just before the air; the level was 13 or 14 yards before the air—there was no brattice there. There is a fault there, which carries the gas. I stopped the level directly I was told there was gas in the face: It would have been better to have bratticed the place, and got rid of the gas in that manner, rather than stop the level when gas is coming off."

W. DRUMMER: "I was at work during the night preceding the accident. I found a little gas in the top of the heading; there was, perhaps, 6 or 7 yards of gas there. I found this gas by holding up my lamp there. I was in the west upper heading, and there was a little gas there also."

THOMAS HUGHES: "Was at work in the colliery the night before the accident. Worked in the west side. There was gas in the old works in the top, but not sufficient in quantity to make the working dangerous; the gas was 13 or 2 yards from me. I found this gas there when I began to work, and left it there when I left off work. The fireman knew of this gas."

We regret our limited space precludes us from quoting more of the evidence; what we have adduced, however, so demonstratively points out the cause of the accident, that we cannot but express our astonishment at the verdict of the jury, when it positively avers that "there was no evidence to show how the explosion took place." Bearing in mind that this evidence was given with that reserve which is natural to working men under such circumstances, the facts to which they have sworn can lead to but one conclusion in every unbiased mind, and especially with those who are thoroughly conversant with the subject.

How it was that the fire-damp was ignited was of infinitely less importance than what ought to have been the chief enquiry, but which appears to have been only a subordinate one—and that was, how it happened that the colliery was in such a foul and dangerous state? Had the ventilation been as good as represented by the opinions of Messrs. GREY and EVANS, and properly coursed through the whole of the colliery and up to the face of all the works, naked or unprotected lights would have done no harm, although it would have been wrong to expose such lights in a fiery colliery. At best the use of unprotected lights is but a venial offence, as compared to the practice of allowing men to work in an atmosphere so charged with fire-damp as to render the culpability of one man, or the slightest accident to the gauze of a safety-lamp, so destructive to the lives of his fellow-workmen and to the property of the owners.

So long as coroners continue to grope in the dark, seeking for secondary causes, which they rarely or never find, and are content with the loosest possible evidence on the true cause of an explosion, we entertain no hope of witnessing any diminution of the loss of life in our collieries; and we think it is high time that an effort should be made to institute some other and more competent tribunals, so that the torrents of blood now shed in our coal mines may be stayed, and the humane intentions of the Legislature in passing the Inspection Acts may be fully realised.

THE GOLD FIELDS OF NOVA SCOTIA.

The yield of gold in the various gold districts of Nova Scotia during the quarter ending September is very satisfactory as compared with preceding periods. Mr. P. S. Hamilton, the chief gold commissioner, has published in the Halifax *Royal Gazette* a series of tables giving the particulars relating to the gold mining areas being worked, as shown by the monthly statistical returns of the deputy commissioners. The subjoined is an abstract:—The total yield of gold for the half-year ending June 30 was 5198 ozs., worth about 16,000*l.* sterling, and the total yield during the quarter ending September was 4620 ozs. 2 dwts. 2 grs., worth about 14,500*l.* The average number of men employed was 966; there were 28 crushing mills at work in July, and 29 in the two succeeding months, eight being driven by water-power and the remainder by steam. During the quarter 5201½ tons of quartz were crushed, so that the yield has averaged 17 dwts. 19 grs. nearly, or seven-eighths of an ounce to the ton. The average value of each man's weekly get of gold has, consequently, been nearly 23*s.*, which gives 3*s.* 10*d.* for each working day. The lowest yield has been from the Waverley district, where the quartz yields about 7 dwts. to the ton of ore. The highest yield has been from the Isaac's harbour and Montague districts, but the quantity of quartz crushed in these districts has been trifling. At Wine Harbour and Sherbrooke they have operated upon about 1920 tons of quartz, mud, and gravel, and obtained, with the aid of 225 men and nine crushing-mills, 2025 ozs. 16 dwts. 7 grs. of gold, worth about 6250*l.*, or about 2*l.* 13*s.* 4*d.* per week per man. There has been a trifling decrease each month, owing, it appears, chiefly to less quartz having been operated upon in the one case, and fewer men being employed in the other. The following are the monthly summaries:—

	July.	August.	September.
Men employed in mining	994	1156	750
Quartz crushed	2006½	1871½	1625
Average yield per ton	0 17 6	1 0 14	0 15 9
Total yield of gold	1731	1636	1293

It will thus be seen that the yield of gold is moderately regular. The *Colonist* observes that the portion crushed in the Wine Harbour and Sherbrooke districts amounted to very nearly one-third of the whole quantity crushed in the province; and a large proportion of this was, in fact, alluvium, that was run through the crushers without any separate return of it being made. This being all counted as quartz, of course lowers what is really the fair average yield of quartz alone. The maximum yield of gold throughout all the districts was—in July, 30 ozs.; in August, 56 ozs.; and in September, 66 ozs. per ton of quartz. In each of the three months the maximum yield of gold occurred at Wine Harbour. Such a yield as 66 ozs. of gold from 1 ton of quartz is really a marvellous one to be met with anywhere. The opinion prevails that, as a general rule, the quartz veins increase in richness as they descend.

RAILWAY ROLLING STOCK.—The rolling stock of the railways of the United Kingdom consists of 6400 locomotives, 15,366 passenger carriages, 5937 other carriages attached to passenger trains, 187,000 merchandise, cattle, and mineral wagons, and about 5000 carriages of other descriptions. In all it consisted on Jan. 1 last of 219,522 vehicles—a number which, if they were linked together, would reach from one end of Great Britain to the other. The value of the rolling stock may be estimated in round figures at 27,000,000*l.*, after allowing for depreciation and wear and tear. There being 11,500 miles of railway open, and the number of vehicles being 219,500, it results that there is as nearly as possible an average of 19 vehicles to every mile of railway, and nearly one engine to every two miles of road. Few articles have risen more largely in price than locomotives. A company that could have purchased engines at 1250*l.* and 1500*l.* a piece when first organised, will now have to pay nearly double for the best class of locomotive stock.

FOREST OF DEAN.—The representatives of the late Mr. Benjamin Gibbons, Jun., have effected a sale of part of his extensive collieries and ironworks lying in the Forest of Dean, for a considerable sum, to the well-known and extensive firm of Messrs. Goid Brothers. The sale includes the King's Moor, Naxon Park, Easter, and Tring's Level Iron Mines, and the two blast-furnaces at Sedley. The coal and iron trade in the Forest—especially the former—is exceedingly brisk, and the colliers are at present very contented with their wages.

REPORT FROM NORTHUMBERLAND AND DURHAM.

DEC. 9.—The Coal and other trades in this district are, on the whole, exceedingly brisk, with a better prospect than for a very long period. The engine works and manufactories on the Tyne are many of them extremely busy, most of the large works having secured good orders, and some of them very extensive orders for boilers, locomotive-engines, &c., which will suffice to keep them fully employed for a considerable period. The Iron Trade continues very firm, and prices have still an upward tendency, makers both of pig and bar-iron, rails, &c., having an abundance of orders on hand. The blast-furnaces at Felling, which have been out a considerable time, are to be put into blast immediately, a quantity of ore having been stored there for the purpose; and it is understood that two furnaces are to be built at Elswick, by Sir William Armstrong, where the Rededale ore, with other ores, will be smelted, and a very superior kind of iron is expected to be produced. The export trade in steam coal has, during November, been good, the totals showing a considerable increase as compared with the corresponding month last year. The exports from Newcastle were—of coal, 151,685 tons, and of coke 9387 tons; against 100,611 tons coal, and 8785 tons coke. Sunderland, 61,809 tons coal, and 764 tons coke; against 56,893 tons coal, and 5153 tons coke. Hartlepool, 33,238 tons coal, and 2497 tons coke; against 34,694 tons coal, and 1832 tons coke. Blyth, 9202 tons coal, against 3625 tons. Shields, 3018 tons coal, against 4748 tons. Ambie, 4071 tons coal, against 2421 tons. Middlesbro', 5221 tons coal, and 2732 tons coke; against 5132 tons coal, and 2371 tons coke. Seaham, 1597 tons coal, against 2400 tons. The total exports of coal having been 269,751 tons, against 210,524 tons in November, 1862; and coke, 15,444 tons, against 18,141 tons, showing an increase of 59,227 tons of coal, and a decrease of 2697 tons of coke. This, it must be acknowledged, is a most satisfactory result, and the coal and other trades may now be said to have recovered from the depression they have so long suffered under, and the prospect for future employment for all classes of labour, and also for capital, is good. These remarks apply generally to all the staple trades of the district. The demand for house, manufacturing, and coaling coal is extremely good, and that for steam coal has certainly improved, so that the absence of fresh openings, or winnings, in the district supplying the latter description of coal must have the effect of the demand equaling the supply very shortly.

The late trials of the various steam coals, directed by the Admiralty Board, have been watched with much interest by those interested in the North, and by the general public, and the result has, on the whole, been highly satisfactory. The Welsh have, as usual, blown their trumpet very loud, and claimed a great and decided victory for their produce. The report, however, will set the matter in its true light, and also, it is understood, to a very great extent set the long-disputed question finally at rest. The coalowners of the North are perfectly satisfied that for general steam purposes no coal can surpass the best descriptions of Hartley steam coal.

The long-aggitated question of a deep-water dock, near the mouth of the Tyne, has again been revived with great vigour. Opposition schemes are also in the market for the formation of docks at other points—at Blyth and Cullercoats, or one of them. The principal obstacle opposed to the formation of a dock on the Tyne is the want of a guarantee on the part of the steam coal-owners to ship a certain quantity of coal in the new dock, so that a guarantee would be given for the interest of the capital expended. The Tyne Commissioners, although willing and anxious to make the dock, cannot be expected to do so without one security. But whatever difficulties may present themselves to the formation of docks on the Tyne, still greater obstructions must be encountered in forming docks at any other point, for, in addition to the docks, a harbour, or entrance, will be required capable of accommodating the largest vessels. There is no want of accommodation at present for small vessels, the great desideratum being increased accommodation for vessels of the largest class, and the River Tyne, it is evident, cannot be rivalled by any port north of it, unless a very heavy expenditure is incurred. It appears, therefore, to be perfectly absurd to propose the formation of docks at either of the places above mentioned, and to suppose that this can be done in such a manner as to compete with the appliances to be met with in the Tyne is perfectly chimerical. There can be no doubt that the depression felt in the steam coal trade has been the main cause of the postponement of the formation of the Low Light Docks, and as the prospect for the coal trade improves the difficulties and obstacles in the way will, no doubt, be removed.

The collieries of Messrs. Strakers and Love are gradually increasing their output of coal, the number of men at work constantly increasing, although rather slowly; there are now at work four of the pits, only one being entirely stopped. One of those pits is getting in full work, another one nearly so, at least two-thirds of the full quantity, and the remainder working smaller quantities. The owners of these collieries have issued notices to the effect that they will not in future employ Union men; that the wages at these collieries generally vary from 4*s.* to 7*s.* per day, but that at present some good workmen are earning from 8*s.* to 9*s.* per day. House, coals, and gardens, are allowed, for a payment of 6*d.* per fortnight per man. A meeting was held at the Temperance Hall, Gateshead, on Tuesday evening, for the purpose of stating the case of the men on strike. The meeting, which was very thinly attended, was addressed by Mr. Hughes, Mr. P. Doyle, and Mr. J. Johnson, who had worked at Brancepeth Colliery upwards of 17 years under Mr. Love. He gave an account of the different regulations that had prevailed at the pit during that time, and of the gradual use of the "recking" system. He did not deny the accuracy of the statement advertised by Mr. Love, as to the wages men can earn at present, but said they are working in the best places, and have men to remove the stone for them. If due allowance be made for this, presuming his statement to be correct (that is, Mr. Johnson's statement), it is impossible to avoid coming to the conclusion that the prices paid for work here are really good, and they will, there can be no doubt, bear a favourable comparison with the average prices in the coal trade. The simple fact stated by Mr. Johnson, that he had been employed at one place for upwards of 17 years, speaks volumes. It cannot be supposed that they would have remained so long together if the connection had not been mutually advantageous. The time appears to be past when an agreement can be come to with the old hands, which is much to be regretted, as after the concessions made by the owners there was no obstacle whatever in any way to prevent this.

On Friday last a meeting was held at Hetton Colliery, the occasion being the presentation to Mr. J. Daglish, the viewer of that colliery, of a testimonial of respect, he having accepted an appointment as manager under the Marchioness of Londonderry. The testimonial consisted of a handsome silver tea kettle, of the value of 50 guineas. The Rev. Mr. Nichol was called to the chair. He expressed his pleasure in assisting on the happy occasion, having known Mr. Daglish many years. During the whole of the time he had officiated as viewer at Hetton Colliery it had been his privilege to see much of him, and the more he had seen of him the more highly he had esteemed him. He believed it was the aim of Mr. Daglish to do justice to all; while he attended to the interests of his employers, he was never unmindful of those employed by the Hetton Company who attended to their duty in an honest and conscientious manner. He called upon Mr. Nicholas Wood to make the presentation. He was happy to say that he undertook the duty of making the presentation with great pleasure. He had known Mr. Daglish almost from his childhood; he had known him as passing through the ordeal of professional services of no light character. Having watched his progress upwards, it was a source of great satisfaction to him to find they were about to present such a testimonial as the one before him to Mr. Daglish. When Mr. Daglish entered upon his duties at Hetton, he undertook a post which had been filled by a gentleman who was second to none in professional experience—he referred to the late Mr. Wales. He had communicated to Mr. Daglish the approbation of the Hetton Company with respect to his conduct during his servitude with them. Mr. Daglish, in his reply, was much affected. He said that the artistic and intrinsic value of the gift was doubly by its being presented through him (Mr. Wood). He hoped that the example of unflinching perseverance, industry, and self-denial, which had been set him by Mr. Wood had been of service to him. He was sure they would believe him when he said that it had ever been to him a source of proud satisfaction to be attached to the Hetton Colliery. He spoke highly of the staff of officers employed at that colliery, and of the steadiness and intelligence of the workmen. Mr. Daglish concluded by again thanking them, on behalf of himself and wife, for their handsome gift.

REPORT FROM NORTH AND SOUTH STAFFORDSHIRE.

DEC. 9.—The demand for iron continues, and is even rather more than less active. Orders will not now be taken, except at quarter-day's prices, or at an advance of 1*l.* per ton on present rates; and it is understood that in some cases this advance has been actually conceded, though these are exceptional instances. It is said that not only are buyers anxious to place orders, but that those given out are pressed for completion, which is strong evidence that the demand is really sound. The advance in the rate of discount has not checked the demand in any degree, and no one now appears to doubt that the price will be raised at the preliminary meeting on the 23d inst., if an advance should not be made previously. The only question in dispute is whether the advance will be 1*l.* or 30*s.*, and at present the majority appear to be in favour of the latter amount, which would make an advance in bars from 7*l.* to 10*l.*, or 44 per cent., within four months, the first advance of only 10*s.* per ton having been made on August 20. It is remarkable that the last great periods of activity in the Iron Trade began in 1843 and 1853, at intervals of 10 years. Pig-iron is advancing in price, and within the last fortnight has gone up 10*s.* per ton. At Birmingham, to-day, neither all-mine, hot-blast pigs, nor hematites, could be bought for less than 4*l.* 5*s.*, and several makers asked 2*s.* 6*d.*, and even 5*s.* more. Even cinder-pigs are 3*l.* 5*s.* to 3*l.* 7*s.* 6*d.*, and everybody appears to anticipate further advances. Ironstone and coal are both advancing, and the colliers are asking for further advances in wages. The result of the last advances is, unhappily, that they are doing a day's less work per week, and the puddlers, who worked well at first after the strike, when they were in debt at the shops, are now beginning to slacken as they get more wages. This is one reason why, when an advance in the price of iron begins, it goes so far as, instead of leading the men to do more work, it causes many of them to do less and drink more. If the iron-workers were customers of the Post-office Savings' Banks instead of the alehouse, the trade would be far steadier, and all would benefit, whilst their position would be permanently raised. It is unfortunate that pud-

[illegible]

ready for sampling, and a considerable quantity more will be ready to go on the floors immediately; so small a quantity of ore as this would not have been sampled had it not been that the dressing-floors not yet being in order, there was no room for a larger quantity; still the fact that 20 tons of ore can be sampled before the engines are ready to work shows what a promising undertaking the adventurers possess.

PENKRENS CONSOLS.—The steam-stamps went to work on the 4th inst. Several mining celebrities were present, who expressed their admiration of the perfect ease with which the engine commenced its work. Not a hitch was observed,—its beautiful movement was like a thing of life.

EAST LOVELL is opening well. Captain S. Treddinick, writing on the 5th inst., says:—"I was underground there to-day, and find the lode at the shaft is improving in depth, and worth over 1100. per fm.; sinking at 221. The stopes and south lodes are looking well." Capt. John Nancarrow (9th inst) states:—"I have examined this mine carefully to-day, and find the lode at the shaft fully 7 feet wide, worth from 1100. to 1200. per fm. The various stopes throughout the mine are worth on an average 550. per fm. The 20 west, on north lode, is worth 500. per fm. The 20 west, on south lode, is worth 400. per fm. Mine improving." Several other agents of equal respectability have examined this mine during the week, and all concur in its being an extraordinary rich mine, so far as 'developed, with every prospect of its becoming a great and permanent property.

NORTH DOWNS.—The shareholders will be pleased to hear that a new lode has just been discovered in this mine. It was found in the 30 cross-cut, and as far as it has been seen it is full 2 feet wide. The channel of ground is described by the agents as very favourable, and, considering the district, the discovery of a new lode may very soon put North Downs in a very different position to what it is at present. This new lode is now in the cross-course, but when it gets free from its influence a better judgment can be formed of it. The agents believe that the lode will improve when opened on.

WHEAL REETH.—This mine continues to look well, and not likely to require any further calls. The quantity of tin raising is full 40 tons per quarter, and any material improvement in the price of this metal would enable Wheal Reeth to pay good dividends. That this mine is paying costs with the present low price of tin, must be a great encouragement to those shareholders who have held so firmly on during so long a period with heavy calls. A rise of 50. per ton in tin would be equivalent to nearly 20s. per share dividend for the quarter on present returns, while any considerable improvement in the mine would soon enable Wheal Reeth to resume its old position.

FOREIGN MINES.

PORT PHILLIP AND COLONIAL GOLD.—The directors have advised, in anticipation of the Australian mail, from their president director, Mr. Bland, at Clunes, giving the result of the operations of the month of September last, six weeks:—Quantity of quartz crushed, 4708 tons; yield per ton, gold, 9 dwts. 15 grains; receipts, 38300. —Expenditure—Ordinary, 10600.; on account of new stamps, 10800.;—21400.; profit, 16900. Remittance, 14500.

WEST CANADA.—Captain Plummer, Nov. 21: Copper Bay: The new engine-shaft is being sunk with the same dispatch as during last "take;" the lode is not changed. The stope on west of ditto, below the 10, yields 3 tons, and that on the east, below the same level, yields 3½ tons per fathom. The stope on the west of Palmer's is worth 5 tons per fathom, with fair prospects. Bray's engine-shaft is slower for sinking, but this lode continues to yield 3 tons per fathom, and the water is moderate. The stope on the east and west of Carmichael's winze are yielding 3 to 4 tons per fathom, and the stopes on the east and west of the winze-shaft are worth 2 tons per fathom.—Wellington: Granfell's shaft is being pushed on with energy, and the lode with all its belongings is unchanged. The stopes on the east and west of Granville's winze yields 2 tons per fathom. The stope on east of Hooper's is worth about 3 tons per fathom. The stope on the east of Rowe's is worth 4 to 5 tons, and that on the west 2 tons per fathom. The stope on the east of Knight's Fire lode yields 3 tons, and that on the west 2 tons per fathom. The lode in the winze below the 20 yields 3 tons per fathom, with favourable prospects; and the lode in the stope on the west of this, below the 10, is worth 2 tons per fathom. The 30 fathom level, east and west of Crace's shaft, is slow for driving; the lode in each yields 2 tons per fathom. Our mining operations go on as well as the times will admit. The season is wet. We have generally a great deal of water underground, and it militates much against our surface work. We have a steam-boat here to-day for 750 barrels of ore, or more if they can carry them.

LUBRANTIAN.—Nov. 28: Palhal Mine.—Basto's Lode: In Taylor's diagonal engine-shaft, below the 70, the lode is worth 4 tons per fathom. At this shaft we are down to the 80, and next week we shall begin to drive these levels east and west of the shaft, where the lode is worth 2 tons per fm. In the 70, west of Taylor's, the lode is 1 ft. wide, composed of flookan. In the 70, east of same shaft, the lode is 2 feet wide, with a branch of ore on the north part of it worth 1 ton per fathom. In the 50, west of Taylor's, the lode is 1½ ft. wide, worth 2 tons per fathom. In the 35, west of Slide lode, the lode is composed of quartz and stones of copper ore. In the 18, west of Perez shaft, the lode is 1½ ft. wide, composed of flookan and schist. In the 18, west of same shaft, the lode consists of quartz and small stones of ore. In the 8, west of same shaft, the lode consists of soft quartz and stones of ore. In No. 1 stopes, above the 8, the lode is worth ¾ ton per fathom. In No. 2 stopes, east of Joaquin's winze, the lode is worth ¾ ton per fathom. No. 3 stopes, west of Perez shaft, are worth ¾ ton per fathom. No. 4 stopes, east of Francisco's winze, are worth ¾ ton per fm. No. 5 stopes, east of Patricia's winze, are worth 1 ton per fm. No. 6 stopes, east of River shaft, are worth 1 ton per fathom. No. 7 stopes, west of Ball's winze, are worth 1 ton per fathom. No. 8 stopes, east of Ball's winze, are worth 2 tons per fm. No. 9 stopes, west of Joaquin's winze, are worth 1 ton per fathom. No. 10 stopes, west of River shaft, are worth ¾ ton per fathom. No. 12 stopes, west of Joaquin's winze, are worth 1½ ton per fathom. No. 13 stopes, west of Norte's winze, are worth 1 ton per fathom. No. 19 stopes, west of Patricia's winze, are worth 1 ton per fathom. No. 20 stopes, east of Norte's winze, are worth 1½ ton per fathom. No. 21 stopes, east of Taylor's, are worth 3 tons per fathom. No. 17 stopes, east of Nunez's winze, are worth 2½ tons per fathom. No. 23 stopes, west of Plin's winze, are worth ¾ ton per fathom. The lode in River shaft, below the 60, is 5 feet wide, composed of quartz, munde, and copper, worth 1 ton per fathom. No. 16 stopes, west of Taylor's, are worth ¾ ton per fathom.—Mill Lode: The lode in the 60, east of Slide lode, is 1 ft. wide, composed of quartz, flookan, and schist. No. 22 stopes, above the 60, east of River shaft, are worth ¾ ton per fathom. No. 15 stopes, between the Caunter and Slide lodes, are worth 1 ton per fathom. No. 11 stopes, below the 38, east of Rodrigo's winze, are worth 1 ton per fathom.—Great Caunter Lode: No. 14 stopes, above the 40, west of Slide winze, are worth 1 ton per fathom. No. 13 stopes, west of Martina's winze, are worth ¾ ton per fathom. The ground in Oak engine-shaft, below the 40, is rather harder than it has been.—Slide Lode: The lode in the 28, west of Mill lode, is 4 feet wide, spotted with lead and munde, and is very wet. Carvalhal Mine: The lode in the incline shaft, below the 20, is 5 feet wide, composed of white and flinty quartz, with munde and lead; worth for the latter 3 tons per fm. for the length of shaft, which is 15 ft. In the 20, east of incline-shaft, the lode is 3 ft. wide, composed of quartz, thickly spotted with lead and munde, and promises an improvement.—E. CROGIN.

EAST KONGSBERG.—D. Macdonald, Nov. 29: South Ramsrud: The vein in this mine is poor for silver this week. The falhlands dip so much to the east that we must stop the sinking until we have stopped away the ground to the east of the shaft. We still continue to hold a good opinion of this vein. Fluor-spar is visible for the first time in it to-day.—North Ramsrud: We have driven a borer through the bottom of the shaft into the level below. The vein contains traces of silver.—Naves Gluck: The ground continues favourable for driving the adit by fire. This week the fire made exceeds 2 feet. The ore raised this week will be included in next week's returns.

MR. WILLIAM WARD (late with Messrs. Dunsford and Ranken)

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£450—VALUABLE LEASE OF LEAD MINES TO

BE DISPOSED OF.—TO BE SOLD, BY PRIVATE CONTRACT, the LEASE of a TRACT of MINERAL PROPERTY, called CAENNOG and LLECH-YYDHELIG, in the parishes of LLANBADARNFAWR and LLANFILIANGOL, in the county of CARDIGAN, situate within six miles of the Aberystwyth and Welsh Coast Railway. The lease is for the residue of a term of 21 years, from the 20th day of June, 1857, at the moderate royalty of 1-16th. The property adjoins the Havan and Henfwich Mines, and lies upon the same lodes, and is well worthy the attention of anyone disposed to embark in mining. The lease is offered for sale in consequence of the death of the party interested, and will be sold at the moderate sum of £450.—For particulars, and to treat for the same, apply to Mr. JONATHAN PELL, Belle Vue Royal Hotel, Aberystwyth.

VALUABLE COAL FIELD.—TO BE LET, the COAL

and MINERALS in the LANDS of HAFOD and CLWT, near RUABON, in the county of DENBIGH. The surrounding workings show that the various valuable seams of the district are to be found in these lands. To the extent of several hundred acres can be had, with advantageous rail and road communication. A survey has recently been made by a mining engineer, whose report can be shown.—Apply to Messrs. T. and J. A. HUGHES, solicitors, Wrexham; or to Mr. W. GEDDES SMITH, Scottish law solicitor, K 2, Liverpool and London Chambers, Liverpool.

FOR SALE, an excellent 30 in. cylinder PUMPING ENGINE,

9 ft. stroke, equal beam.—Apply to Mr. HOLLOW, Lelant, Cornwall.

FOR SALE, 19 in. FORCING PUMP, 14 in. LIFTING

PUMP, HAND PUMPS, pumping crank, lifting screw, pit chain, and other millery material.—Apply to Mr. JOHN FARLER, Nailsea, near Bristol.

HORIZONTAL ENGINES FOR SALE, at very low prices:—

One 12 in. cylinder, 24 in. stroke; one 12 in. cylinder, 36 in. stroke; and two 14 in. cylinders, 24 in. stroke. All ready for delivery, and may be had with or without fly-wheels.—Apply to Messrs. E. PAGE and Co., Laurence Pountney-place, Laurence Pountney-hill, Cannon-street, E.C.

TO ENGINEERS, &c.—TOOLS ON HAND, AND READY

FOR SALE.—SLIDE LATHES, from 6 x 8 x 10 x 13 inch centres, with beds from 6 to 22 ft. long. Also, PLANING, SHAPING, PUNCHING, DRILLING, and SCREWING MACHINES, at easy terms to purchasers. Mill work executed.—Apply to Messrs. WINTER and HAMDEN, Perseverance Tool Works, near Holbeck station, Leeds.

NATIONAL PROVINCIAL BANK OF ENGLAND.

The Directors of the National Provincial Bank of England hereby give notice that a HALF-YEARLY DIVIDEND at the rate of EIGHT PER CENT. PER ANNUM, and a HALF-YEARLY BONUS OF SIX PER CENT., will be PAYABLE on the company, on the 31st day of December, 1863, at the offices of the Bank, and bonus warrants will be obtained at the company's office, No. 112, Bishopsgate-street, or at the different branches.

The transfer books will be closed on and after Thursday, the 10th inst., until the dividend and bonus become payable. By order of the Court of Directors,
A. ROBERTSON, Agent and Manager,
112, Bishopsgate-street, London, December 8, 1863.

PONTGIBAUD SILVER-LEAD MINING AND SMELTING

COMPANY.—Notice is hereby given, that at the ANNUAL GENERAL MEETING, held at Paris, on the 3d inst., a DIVIDEND of TEN FRANCS PER SHARE was declared, payable out of the profits of the year 1862-63.

Such dividend will be paid at this office on and after the 4th January next, upon delivery of the second coupons attached to the certificates to bearer, at the rate of 7s. 3d. (French tax deducted) for each coupon.

JOHN TAYLOR AND SONS,
London Agency, 6, Queen-street-place, Upper Thames-street, E.C.,
December 7, 1863.

THE CAMBRIAN CONSOLIDATED GOLD MINES

COMPANY (LIMITED).—Notice is hereby given, that the FIRST ANNUAL GENERAL MEETING of the proprietors will be HELD at the offices of this company, on TUESDAY, the 23rd day of December, at Two o'clock precisely.

The transfer books will be closed on the 14th inst., and re-opened on the day succeeding the meeting.

By order of the Board, J. C. GOODMAN, Sec.,
Offices, No. 10, Scott's-yard, Bush-lane, E.C., December 11, 1863.

VALLANZAS GOLD MINING COMPANY (LIMITED).

Notice is hereby given, that the FIRST ANNUAL GENERAL MEETING of the proprietors will be HELD at the offices of this company, on WEDNESDAY, the 16th day of December, at Two o'clock precisely.

The transfer books will be closed on the 9th inst., and re-opened on the day succeeding the meeting.

By order of the Board, J. C. GOODMAN, Sec.,
Offices, No. 10, Scott's-yard, Bush-lane, E.C., December 7, 1863.

LAGUNAZO SULPHUR AND COPPER COMPANY

(LIMITED).—Notice is hereby given, that an EXTRAORDINARY GENERAL MEETING of this company will be HELD at the registered offices, No. 49, Moorgate-street, in the City of London, on WEDNESDAY, the 16th December, 1863, at Twelve o'clock precisely, for the purpose of confirming the following resolutions passed at the extraordinary meeting held this day:—

That the directors of this company be authorised to issue 5000 shares marked B, of £1 each, as part of the original capital of the company, and the same to receive a first dividend out of profits of 10 per cent., and afterwards to share equally with the other shareholders.

That Mr. John Diston Powles be elected director of this company.

By order, C. O. ROGERS, Sec.,
Offices, 49, Moorgate-street, E.C., November 30, 1863.

MR. D. STICKLAND, M.E., having had upwards of 40 years'

mining experience in Cornwall, several years of which he has had the entire management of mines therein, enables him to GIVE GOOD ADVICE thereon.

MINES INSPECTED and faithfully REPORTED ON. DEALER in MINING, RAILWAY, and OTHER SHARES.

His monthly "Circular" for November contains a selected list of Cornish and other mines. Forwarded on receipt of six postage stamps.

38, Dowgate-hill Chambers, London, E.C.

TO INVESTORS.—CONSULT MR. GRIFFITH,

27, LEADENHALL STREET, LONDON, E.C., who ADVISES as to the RESPECTABILITY, VALUE, and PROBABLE PROSPECT of SUCCESS of ANY SCHEME, PUBLIC COMPANY, &c., whether already established or in course of formation.

TO IRON SHIPBUILDERS, ENGINEERS, &c.—The

BIRKENHEAD IMPROVEMENT COMMISSIONERS are PREPARED to RECEIVE TENDERS for the CONSTRUCTION of TWO IRON STEAM VESSELS, for the service of their ferry between Woodside and Liverpool.

The specification and conditions, with form of tender, may be had on and after Monday, the 7th inst., on application to Mr. G. S. SANDERSON, superintending engineer to the commissioners, 27, James-street, Liverpool, from whom any further information can be obtained.

Tenders, marked "Tenders for Steam Vessels," and addressed to the Chairman of the Ferry Committee, Woodside, Birkenhead, must be sent in on or before Saturday, the 24th January, 1864. The commissioners do not bind themselves to accept the lowest or any tender.

By order, AMBROSE WALU,
Clerk of the Commissioners.

Commissioners' Offices, Birkenhead, December 2, 1863.

TO COLLIERY PROPRIETORS.—TO BE SOLD, BY

TENDER, SEVEN ACRES, or thereabouts, of VALUABLE FREEHOLD LAND, containing THICK COAL, situated near the New British Iron Company's Works, Corngraves, near Halesowen.—Apply to CHARLES HEATH, 35, Rushall-street, Walsall.

VALUABLE COAL MINE FOR SALE, within an hour's

journey of Aix la Chapelle, and in communication with the railways of Prussia, Holland, and Belgium. Through the death of a former proprietor this mine has not been worked for 80 years. Its yield of coal was very abundant.—For further particulars, apply to LAMBERT KELLETER, Rue Porte aux Vaches, 17, Antwerp, Belgium.

COAL FIELD TO LET.—THE COAL FIELD of

WILSONTOWN, in the county of LANARK, containing gas coal and common coal of excellent quality, TO BE LET, for such a number of years as may be agreed on. The Day level having now been cleared out and repaired from its mouth to the face of the coal, other two lots are now to be leased.

Particulars as to the division of the lots, conditions of lease, &c., may be learned on application to D. LANDALE, Esq., M.E., Edinburgh; or J. M. THOMSON, Esq., at Calder Ironworks, and Coalbridge, with either of whom offers may be lodged, stating fixed rent, and optional royalties, up to the 15th January, 1864.

A person will be sent to point out the surface, old levels, and pits, on applying at the Calder Ironworks. Former plans and conditions are withdrawn.

Glasgow, November 27, 1863.

COAL MINES.—TO BE LET ON LEASE, all the COAL

MINES (recently proved by borings) lying UNDER the LANDS of FRETWICK CARR ESTATE, within seven miles of Newcastle, containing upwards of 1000 acres, belonging to Admiral Milford, of Milford, all in the county of Northumberland.—Particulars may be known by application to Mr. WILLIAM WATSON, mining engineer, High Bridge, Newcastle-upon-Tyne.

THE EL-CHICO SILVER MINING AND REDUCTION

COMPANY (LIMITED).
Established under the Companies Act, 1862, by which the liability of each shareholder is limited to the amount of his shares.

Capital, £75,000, in 15,000 shares, of £5 each.

Deposit on application, £1 per share, and £1 on allotment.

(It is not intended to call up more than £3 per share.)

ROBERT HESKETH, Esq., late H. B. M.'s Consul at Rio Janeiro, Director Don Pedro North del Rey Gold Mining Company.

CHARLES RULE, Esq., late of Mexico, 14, Alexander-square, Brompton.

CHARLES HENRY MAUDE, Esq., 19, St. George's-square, Belgrave, Director of the United Kingdom Electric Telegraph Company.

JAMES WILLIAM CUSACK, Esq., 13, Lancaster-cave, Hyde-park.

JOHN WORMALD, Esq., 40, Upper Harley-street, Director Don Pedro North del Rey Gold Mining Company.

JOHN POTTS, Esq., Mexico, mint owner.

WILLIAM F. D. STEPHENS, Esq., Director of the Don Pedro North del Rey Gold Mining Company. (With power to add to their number.)

AGENTS IN LIVERPOOL.—Messrs. Bates, Stokes, and Co.

AGENTS IN MEXICO.—Messrs. Bates, Stokes, and Co.

MANAGER IN MEXICO.—J. R. Rule, Esq.

BANKERS.—Metropolitan and Provisional Bank, 75, Cornhill, London.

SOLICITORS.—Messrs. Terrell and Chamberlain, Basinghall-street, E.C.

SECRETARY (pro tem).—George A. Henty, Esq.

TEMPORARY OFFICES.—40, BROAD STREET BUILDINGS, LONDON, E.C.

The El-Chico Silver Mining and Reduction Company (Limited), has been formed to purchase a very valuable silver mine in the rich mineral district of El-Chico, in Mexico, and with it, and almost adjoining, the extensive reduction and smelting works called the San Pascual Hacienda de Beneficio, which has been worked for many years with great success.

The district of El-Chico is known to contain some of the most prosperous mines in Mexico, and is only nine miles from the City of Puebla, and about four miles from the town and mineral district of Real del Monte. This district is celebrated for its silver mines, some of which have been worked for more than a century, and still give large profits. The mine of Rosario alone, which is chiefly the property of the Real del Monte Company, is stated to have produced a net profit of £380,000 within the last year, and there are numerous other mines of great value, as Xacal, San Buenaventura, Araval, La Trinidad, &c. There is this great advantage also appertaining to the mines in this locality: they are situated in one of the settled and peaceful districts in Mexico, where there is a large English mining population, and the means of transport to Vera Cruz and Tampico are safe and expeditious; the railway from Vera Cruz to Orizaba having recently been opened. This company will also have the protection of the escort of the Real del Monte Company in forwarding its silver for shipment.

THE MINING SHARE LIST

DIVIDEND MINES.

Shares.	Mines.	Paid.	Last Pr.	Business.	Dividends Per Share.	Last paid.
1300	Alderley Edge (cop.), Cheshire [L.]	10 0 0	—	—	—	—
4000	Bodford United (copper), Tavistock [L.]	2 6 8	—	—	—	—
1248	Boscawell (tin, copper), St. Just [L.]	6 15 0	—	—	—	—
200	Boscawell (tin, copper), St. Just [L.]	91 8 0	—	—	—	—
8000	Brontford (lead), Cardigan [L.]	2 7 6	—	—	—	—
916	Carlisle (silver-lead), Newlyn [L.]	15 5 7	42	40 42	—	—
3900	Clifford Amalgamated (cop.), Gwyn [L.]	30 0 0	34 1/2	32 1/2	—	—
12000	Copper Mines of England [L.]	25 0 0	—	—	—	—
4000	Ditto (stock)	100 0 0	—	—	—	—
867	Cwm Erddin (lead), Cardiganshire [L.]	7 10 0	—	—	—	—
128	Cwmystwith (lead), Cardiganshire [L.]	60 0 0	—	—	—	—
1024	Devon Gt. Con. (cop.), Tavistock [S.E.]	1 0 0	555	445 455	—	—
358	Dolcoath (copper, tin), Camborne [L.]	128 17 6	—	—	—	—
12800	Drake Walls (tin, copper), Calstock [L.]	2 10 0	—	—	—	—
512	East Basset (cop.), Redruth [S.E.]	29 10 0	59	58 59	—	—
6144	East Caradon (copper), St. Cleer [S.E.]	2 14 6	—	—	—	—
300	East Darwen (lead), Cardiganshire [L.]	32 0 0	—	—	—	—
128	East Pool (tin, copper), Pool, Illogan [L.]	24 5 0	—	—	—	—
126	East Wheel (lead), Wendron [L.]	25 0 0	—	—	—	—
2800	Foxdale (lead) Isle of Man [L.]	25 0 0	—	—	—	—
8000	Frank Mills (lead), Christow [L.]	3 18 6	—	—	—	—
1788	Great Wheel Fortune (tin), Breage [L.]	18 0 0	20 1/2	19 21	—	—
5908	Great Wh. Vor (tin, cop.), Helston [S.E.]	40 0 0	12 1/2	11 1/2	—	—
1024	Herodfoot (id.), near Liskeard [S.E.]	8 10 0	41	40 41	—	—
400	Liaburne (lead), Cardiganshire, Wales [L.]	18 15 0	—	—	—	—
9000	Marke Valley (copper), Caradon [L.]	4 10 6	6 1/4	6 1/4	—	—
15000	Minera Mining Co. (L.) [L.]	25 0 0	—	—	—	—
30000	Miner's Co. of Ireland (cop., lead, coal) [L.]	7 0 0	—	—	—	—
40000	Myndy (iron ore) [L.]	2 10 0	—	—	—	—
250	Nanty Mynydd (copper), St. Agnes [L.]	1 0 0	—	—	—	—
6000	New Birch Tor and Viller Co. (tin), St. Agnes [L.]	1 0 0	—	—	—	—
5938	North Trekerby (copper), St. Agnes [L.]	1 0 0	—	—	—	—
6409	Par Consols (cop.), St. Blazey [S.E.]	1 2 6	—	—	—	—
200	Parya Mines (copper), Anglesey [L.]	50 0 0	—	—	—	—
1773	Polberro (tin), St. Agnes [L.]	15 0 0	—	—	—	—
512	Polberro (tin), St. Agnes [L.]	8 0 0	—	—	—	—
1120	Providence (tin), Uny Lelant [S.E.]	10 6 7	44	42 1/2	—	—
8000	Rosewall Hill and Ransom United [L.]	2 18 0	—	—	—	—
612	South Caradon (cop.), St. Cleer [S.E.]	1 0 0	425	420 425	—	—
412	South Tolgus (cop.), Redruth, Cornwall [L.]	2 0 0	—	—	—	—
496	S. Wh. Frances (cop.), Illogan [S.E.]	18 18 0	65	60 65	—	—
940	St. Ives Consols (tin), St. Ives [L.]	8 0 0	—	—	—	—
2000	Tincroft (cop., tin), Pool, Illogan [S.E.]	9 0 0	19 1/2	18 1/2	—	—
3000	West Basset (copper), Illogan [S.E.]	1 10 0	—	—	—	—
6000	Wh. Chiverton (id.), Perranzabuloe [S.E.]	—	55	53 54	—	—
258	West Damsel (copper), Gwennap [L.]	38 10 0	—	—	—	—
400	Wh. Seton (cop.), Camborne [S.E.]	47 10 0	220	205 210	—	—
512	Wheel Basset (copper), Illogan [S.E.]	5 2 6	—	—	—	—
1000	Wheel Basset and Grylls (tin) [L.]	7 0 0	21	18 20	—	—
1024	Wheel Grylls (tin), Perranzabuloe [L.]	2 0 0	—	—	—	—
1024	Wheel Killy (tin), Uny Lelant [S.E.]	2 0 0	—	—	—	—
698	Wh. Margaret (tin), Uny Lelant [S.E.]	9 17 6	17 1/2	16 1/2	—	—
1024	Wh. Mary Ann (id.), Menheniot [S.E.]	8 0 0	13	11 1/2	—	—
80	Wheel Owles (tin), St. Just, Cornwall [L.]	70 0 0	—	—	—	—
300	Wheel Seton (tin, copper), Camborne [L.]	58 10 0	17 1/2	16 1/2	—	—
1040	Wh. Trevelyan (id.), Liskeard [S.E.]	5 17 0	21	20 1/2	—	—
2044	Wheel Trevelyan (tin), Gwinnar [L.]	6 11 0	—	—	—	—
7000	Wicklow (copper) [L.]	2 10 0	—	—	—	—

* Dividends paid every two months. † Dividends paid every three months.

MINES WITH DIVIDENDS IN ABEYANCE.

Shares.	Mines.	Paid.	Last Pr.	Business.	Dividends Per Share.	Last paid.
240	Boscawell (tin), St. Just [L.]	20 10 0	—	—	—	—
1000	Carn Brea (copper, tin), Illogan [L.]	15 0 0	—	—	—	—
8000	Chiverton (lead), Perranzabuloe [S.E.]	5 0 0	9 1/2	9 1/2	—	—
258	Condurow (cop., tin), Camborne [L.]	35 0 0	118	100 110	—	—
2424	Cook's Kitchen (copper), Illogan [L.]	17 15 0	22	21 22	—	—
1024	Copper Hill (copper), Redruth [L.]	12 0 0	—	—	—	—
1024	Craddock Moor (copper), St. Cleer [L.]	8 0 0	—	—	—	—
512	Crenshaw and Penkell, St. Colomb [L.]	0 10 0	—	—	—	—
280	Dewent Mines (all-lead), Durham [L.]	300 0 0	—	—	—	—
4076	Devon and Cornwall (cop.), Tavistock [L.]	5 16 8	—	—	—	—
3000	Dyffryn (lead), Wales [L.]	12 6 0	—	—	—	—
940	Fowey Consols (copper), Tywardreath [L.]	4 0 0	—	—	—	—
6000	Great South Tolgus (cop.), Redruth [L.]	0 14 6	5	4 1/2	—	—
10240	Gunnis Lake (Clitters) Adit [L.]	0 2 0	—	—	—	—
8000	Kelly Bray (lead, copper), Callington [L.]	4 18 0	—	—	—	—
160	Levant (copper, tin), St. Just [L.]	4 10 0	—	—	—	—
440	Mount Pleasant (lead), Mold [L.]	4 0 0	—	—	—	—
670	Newtowns Mining Co., Co. Down [L.]	50 0 0	—	—	—	—
8000	Orsed (lead), Flintshire [L.]	0 8 0	—	—	—	—
6000	South Exmouth (lead), Christow [L.]	1 5 0	—	—	—	—
280	Sparrow Moor (tin, copper), St. Just [L.]	31 17 9	—	—	—	—
572	Trevelyan Consols (tin), St. Ives [L.]	12 10 0	—	—	—	—
1000	Trumpet Consols (tin), near Helston [L.]	11 0 0	—	—	—	—
12000	Twelve Apostles Amal. (id.), Wrexham [L.]	1 0 0	—	—	—	—
4024	Vigra and Goggin (copper) [L.]	2 15 0	—	—	—	—
1200	Wendron Consols (tin), Wendron [L.]	4 18 0	—	—	—	—
40	West Burton Gill (lead), Yorkshire [L.]	50 0 0	—	—	—	—
1024	West Caradon (cop.), Liskeard [S.E.]	5 0 0	23	20 21	—	—
6100	West Poyes Consols (tin and copper) [L.]	7 10 0	—	—	—	—
128	Wheel Buller (cop.), Redruth [S.E.]	5 0 0	30	25 30	—	—
128	Wheel Friendship (copper), Devon [L.]	60 0 0	—	—	—	—
512	Wheel Jane (silver-lead), Kea [L.]	3 10 0	—	—	—	—
4800	Wh. Ludcott and Wrey (lead), St. Ives [L.]	3 0 0	1 1/2	1 1/2	—	—
100	Wheel Mary (tin), Lelant [L.]	36 2 6	—	—	—	—

FOREIGN MINES.

Shares.	Mines.	Paid.	Last Pr.	Business.	Dividends Per Share.	Last paid.
30000	Australian (cop.), S. Australia [S.E.]	7 7 6	—	—	—	—
2464	Burra Burra (cop.), South Australia [S.E.]	8 0 0	—	—	—	—
6000	Central American (silver) [L.]	5 0 0	—	—	—	—
19000	Cobre Copper Co. (cop.), Cuba [S.E.]	40 0 0	—	—	—	—
10000	Copiapu Mining Company, Chile [S.E.]	16 0 0	—	—	—	—
15000	East Indian Coal, Calcutta [L.]	10 0 0	—	—	—	—
70000	English and Australian [S.E.]	8 0 0	—	—	—	—
30000	Fortuna (lead), Spain [L.]	2 15 0	—	—	—	—
25000	Gen. Minera Assos. Nov. Scotia [S.E.]	30 0 0	—	—	—	—
80000	Kapunda Mining Co., Australia [S.E.]	1 0 0	—	—	—	—
18000	Llaneros (id.), Pozo Ancho, Spain [S.E.]	3 0 0	—	—	—	—
10000	Lusitania (cop. of Portugal) [S.E.]	2 0 0	—	—	—	—
103816	Maritima and New Granada [S.E.]	1 0 0	—	—	—	—
10000	Pontgibaud (all-lead), France [S.E.]	120 0 0	—	—	—	—
100000	Port Phillip (cop.), Clunes [S.E.]	1 0 0	—	—	—	—
41814	St. John del Rey [L.]	15 0 0	—	—	—	—
11774	Unit. Mexican (all-lead), Mexico [S.E.]	28 0 0	—	—	—	—
10000	Vancouver (coal) [L.]	5 0 0	—	—	—	—
30000	West Canada Mining Company [L.]	1 0 0	—	—	—	—
45000	Yudnamutana (cop.), S. A. [L.]	3 0 0	—	—	—	—

FOREIGN MINES WITH DIVIDENDS IN ABEYANCE.

Shares.	Mines.	Paid.	Last Pr.	Business.	Dividends Per Share.	Last paid.
10000	Altan and Quannang (cop.) [L.]	4 10 0	—	—	—	—
10000	Gt. Barrier Land, Min. and C. N. Ze. [L.]	4 10 0	—	—	—	—

NON-DIVIDEND FOREIGN MINES.

Shares.	Mines.	Paid.	Last Pr.	Business.	Dividends Per Share.	Last paid.
35000	Alamillos (lead), Spain [L.]	0 10 0	—	—	—	—
30000	Bearis Tin Streaming Company [L.]	0 17 6	—	—	—	—
75000	Bon Accord, South Australia (copper) [L.]	1 0 0	—	—	—	—
15000	Cape Copper Mining Company [L.]	6 0 0	—	—	—	—
25000	Capula (silver), Mexico [L.]	0 15 0	—	—	—	—
17000	Central Italian (copper) [L.]	0 6 0	—	—	—	—
60000	Clarendon Consols (copper), Jamaica [S.E.]	1 2 6	—	—	—	—
10000	Copiapu Smelting [L.]	10 0 0	—	—	—	—
300000	Don Pedro North Del Rey, gold, Brazil [L.]	0 10 0	—	—	—	—
15000	Don Mountain (copper), New Zealand [S.E.]	1 0 0	—	—	—	—
25000	East del Rey (gold), Brazil [L.]	1 0 0	—	—	—	—
30000	East Kongsberg Native Silver Mining Co. of Norway [L.]	1 12 0	—	—	—	—
20000	Elbe Colliery Company, Bohemia [L.]	1 0 0	—	—	—	—
8000	Ellerslie and Bardowie (copper), Jamaica [L.]	0 18 0	—	—	—	—
8000	Ellerslie and Canadian Mining Company [L.]	5 0 0	—	—	—	—
40000	Fortuna (copper), West Australia [L.]	2 0 0	—	—	—	—
34000	Great Northern (copper), South Australia [L.]	1 10 0	—	—	—	—
34000	Hindostan (copper), Bengal [L.]	3 0 0	—	—	—	—
4000	Hope Silver Mining Company, New Zealand [L.]	1 0 0	—	—	—	—
10000	Karibits Colliery Company [L.]	1 0 0	—	—	—	—
20000	Lagunetas (sulphur, copper), Portugal [L.]	1 0 0	—	—	—	—
100000	Montes Aurores (gold), Brazil [L.]	2 0 0	—	—	—	—
3000	New Burra Burra (copper) [Australia]	5 0 0	—	—	—	—
60000	New Granada (gold), South America [S.E.]	1 0 0	—	—	—	—
10000	New Grand Duchy of Baden (silver-lead), near Freiburg [L.]	1 0 0	—	—	—	—
60000	North Rhine Copper of South Australia [L.]	0 17 6	—	—	—	—
80000	Nova Scotia (lead and gold) [L.]	1 0 0	—	—	—	—
15000	Pacheco Silver Mining Company, Mexico [L.]	1 0 0	—	—	—	—
20000	Quebrada (copper), Venezuela [L.]	3 10 0	—	—	—	—
10000	San Roque (lead), Spain [L.]	5 0 0	—	—	—	—
60000	Santa Barbara (gold), Brazil [L.]	0 10 0	—	—	—	—
120000	Scottish Australian Mining Company [L.]	0 15 0	—	—	—	—
18000	South Europe Mining Company, Spain [L.]	3 0 0	—	—	—	—
80000	St. John's United (copper, lead), Newfoundland [L.]	1 0 0	—	—	—	—
12000	Teplitz Colliery Co., Bohemia [L.]	3 0 0	—	—	—	—
20000	Valianca (copper), Italy [L.]	0 5 0	—	—	—	—
40000	Victor Emanuel (copper), Italy [L.]	1 0 0	—	—	—	—
1000	Western Africa Malachite (copper) [L.]	1 0 0	—	—	—	—
80000	Wheel Ellen (copper), South Australia [L.]	5 0 0	—	—	—	—
10000	Worthing (copper), South Australia [L.]	1 0 0	—	—	—	—

PROGRESSIVE MINES.

Shares.	Mines.	Paid.	Last Pr.	Bus. done.	Last call.
700	Aberdovey (all-lead), Merioneth [L.]	4 0 0	—	—	Sept. 1863
6000	Aberfford (lead), Cardigan [L.]	0 5 0	—	—	—
12000	Anna Maria (id., cop., gold) [L.]	1 0 0	—	—	Fully paid.
20000	Argyle (Ardriahala) [L.]	—	—	—	—
35000	Atlas Min. and Smelt. [L.]	0 15 0	—	—	Mar. 1863
1000	Bagtor (tin) [L.]	1 14 0	—	—	April, 1863
1900	Baldwin (id., L. of Man) [L.]	2 15 0	—	—	Mar. 1863
1624	Baldwin (id., L. of Man) [L.]	2 15 0	—	—	Mar. 1863
10000	Bampfylde (copper), Devon [L.]	1 0 0	—	—	Aug. 1860
4000	Bedford Consols (cop.), Tavistock [L.]	2 6 0	—	—	Feb. 1863
3200	Bedol Amr (lead), Holywell [L.]	0 10 0	—	—	Oct. 1863
2000	Berehaven (copper), Ireland [L.]	1 0 0	—	—	—
400	Billins [L.]	200 £25 pd., 200 £30 pd.]	—	—	Oct. 1863
2280	Boscawell (tin, cop.), St. Austell [L.]	7 10 0	—	—	Sept. 1862
160	Bosorne & Boliwall, St. Just [L.]	8 5 0	—	—	Dec. 1860
6000	Boscawen (tin) [L.]	2 5 0	—	—	Sept. 1863
5000	Bottle Hill (tin) Plympton [L.]	1 7 0	—	—	April, 1863
12000	Brea Cons. (tin), St. Ives [L.]	1 10 0	—	—	Mar. 1863
1000	Bright (tin & cop.), [L.]	10 13 0	—	—	—
30000	Bromilow (id.), Minister, Salop [L.]	1 0 0	—	—	Fully paid.
200	Bryndol Hall (lead), Flint [L.]	30 0 0	—	—	Aug. 1863
500	Bryr Gwilog (lead), Flint [L.]	8 0 0	—	—	July, 1863
1832	Bta Hall (lead), Flint [L.]	17 0 0	—	—	July, 1863
6380	Buller & Bassett, (cop.) Redruth [L.]	4 6 0	—	3 4	Aug. 1863
2200	Burren (lead, calamine) [L.]	5 0 0	—	—	June, 1862
12000	Calstock Consols (cop.), Calst. [L.]	1 17 6	—	—	—
915	Calvadnack (tin), Wendron [L.]	24 3 6	—	—	Nov. 1861
1000	Camborne Consols (cop.), [L.]	18 0 0	—	—	June, 1863
4600	Camborne Veau & Wh. Francis [L.]	9 3 4	—	3 1/2 2 3/4	Oct. 1861
75000	Cambridge Consol. (gd.) [L.]	1 0 0	—	—	Aug. 1863
914	Caradon Cons. (cop.), St. Cleer [L.]	27 12 0	—	—	Sept. 1863
6000	Caradon Vale (copper) [L.]	—	—	3 1/2 3 3/4	—
6000	Cardigan Consols (lead), Cardigan [L.]	1 0 0	—	—	June, 1863
10000	Cardigan Union (lead), Cardigan [L.]	5 0 0	—	—	July, 1862
2580	Carminthen United (lead), [L.]	0 19 6	—	—	Fully paid.
4000	Carn Camborne (cop.), Cambn. [L.]	2 5 0	—	—	Oct. 1863
2465	Carnewas (id., cop.), Mawgan [L.]	2 1 6	—	—	Nov. 1862
3000	Carn Vlyrian (tin, cop., lead) [L.]	4 5 0	—	—	Nov. 1861
2048	Carnyorth (tin), St. Just [L.]	4 5 0	—	—	June, 1863
20000	Carysfort [3200 £2 1/2 pd., 16800 £1 pd.]	—	—	—	—
10000	Castleward, Ireland [L.]	1 0 0	—	—	Fully paid.
2500	Cefn Cllcen (id.), Flint [L.]	2 3 0	—	—	Aug. 1863
200	Cefn Cwfn Brywyo (lead) [L.]	33 0 0	—	—	July, 1863
2500	Central Minera (lead) [L.]	2 2 0	3	—	Sept. 1863
4000	Chertol Udd, Penrannhoes [L.]	0 5 0	—	—	Nov. 1863
3000	Chiverton Consols (cop.), [L.]	2 0 0	—	—	—
3000	Chiverton Moor (lead) [L.]	2 0 0	—	6 1/2 5 1/2	Oct. 1863
3000	Chiverton Wheel Rose (all-ld.) [L.]	0 16 8	—	—	Oct. 1863
4000	Clara Unit., Ponterwyd [L.]	1 14 6	—	—	April, 1863
787	Clljah & Wentworth (tin, cop.) [L.]	32 0 0	—	—	Nov. 1863
3565	Coed Mawr Pool (lead) [L.]	5 0 0	—	—	April, 1863
16000	Coolatragh and Bond, Ireland [L.]	1 0 0	—	—	Sept. 1862
10000	Connoree (cop., sulph.) [L.]	1 0 0	—	—	Fully paid.
10000	Cornubia (tin) [7000 £2 paid, 3000 lds. paid]	—	—	—	Oct. 1862
861	Cran (copper), Camborne [L.]	21 0 0	16	—	Dec. 1863
2000	Creslake (cop.), Tavistock [L.]	1 0 0	—	—	April, 1863
8000	Crokhaven (cop., lead) [L.]	1 15 0	—	—	July, 1863
6000	Crown Cons. (cop.) [L.]	1 10 0	—	—	Aug. 1863
2000	Crowlwm (lead), Llanidloes [L.]	1 10 0	—	—	No call.
8000	Cudder (cop., tin), St. Austell [L.]	3 15 6	—	—	June, 1863
1500	Cwmbrane (lead) [L.]	3 0 0	—	—	Nov. 1863
3000	Dale, North Stafford [L.]	1 0 0	14s.	—	Fully paid.
2000	Deep Level, Minera (id.) [L.]	3 5 0	—	—	Feb. 1862
12000	Devon Union (copper) [L.]	1 0 0	—	—	Fully paid.
4566	Devon Wheel Buller (copper) [L.]	4 10 0	—	—	Aug. 1862
672	Dine Dong (tin), Guisval [L.]	44 10 6	—	—	Dec. 1863
3000	Dolfrw-y-nog (gold) [L.]	0 10 0	—	—	Oct. 1863
1000	Duro (tin), St. Austell [L.]	2 0 0	—	—	Oct. 1863
5000	Duits (tin), St. Austell [L.]	1 0 0	—	—	Fully paid.
1000	Eaglebrook (lead) [L.]	16 0 0	—	—	Feb. 1863
4096	East Alfred Consols (copper), [L.]	6 13 7	—	—	Aug. 1863
1000	East Basset and Grylls (tin), [L.]	1 10 0	—	—	Dec. 1863
3000	E. Beam (tin), St. Aust. [L.]	1 7 0	—	—	Mar. 1863
6000	E. Bottie Hill (tin), Plympton [L.]	0 6 0	—	—	Nov. 1863
4096	E. Brookwood (cop.), Ashtrun [L.]	1 7 0	—	—	Jan. 1863
5000	East Cambrian (gold) [L.]	0 10 0	—	—	Feb. 1863
2000	East Cam Brea (cop.) Redruth [L.]	1 17 6	—	6 1/2 5 1/2	Sept. 1863
4000	E. Clogau (gold, Merio, L. of E.) [L.]	0 5 0	—	—	May, 1862
4000	East Devon Gt. Consols (cop.) [L.]	1 0 0	—	—	Jan. 1863
1200	East Dyflide (lead) [L.]	3 0 0	—	—	April, 1863
2318	E. Falmouth (s.-ld.), Kenwyn [L.]	4 10 6	—	—	Oct. 1863
6000	E. Grenville (cop.), Camborne [L.]	1 17 0	—	2 1/2 3	Nov. 1863
6000	E. Gt. Work (tin), Breage [L.]	1 0 0	—	—	Aug. 1863
6000	E. Gunnis Lake Ss. Redf. (cop.) [L.]	7 8 6	1 1/2	—	Oct. 1863
6145	East Jane (all-ld.), Cardinham [L.]	2 4 6	—	—	Nov. 1863
1024	E. Margaret (tin), Uny Lelant [L.]	8 0 0	—	—	Jan. 1863
6000	E. Marthas (tin), [L.]	—	—	—	May, 1863
1000	E. Netherby (tin), [L.]	4000 £1 pd., 4000 £2 pd.]	—	—	—
3968	E. Penrhyn (tin), Uny Lelant [L.]	3 3 8	—	3 1/2 4	June, 1863
5000	E. Rosewarne (cop., tin), Gwln. [L.]	2 15 0	—	2 1/2 2 1/2 2 1/2	Sept. 1862
2510	East Seton (cop.), Camborne [L.]	0 8 0	—	—	April, 1863
566	East Tolgus (copper), Redruth [L.]	82 0 0	—	—	Oct. 1863
1204	E. Treaskerby (cop.), Redruth [L.]	8 10 0	—	—	Nov. 1863
1190	E. Wheal Asar (cop.), St. Cleer [L.]	11 7 0	—	—	Sept. 1863
4000	E. Wh. Fortune (tin) Sitchney [L.]	1 0 0	—	—	April, 1863
2048	East Wheel Grylls (tin, cop.) [L.]	1 0 0	—	12 1/2 13 1/2	June, 1863
4000	E. W. Russell, Tavistock [S.E.] [L.]	8 12 0	6	4 1/2 4 1/2	Dec. 1863
4000	Erwella (lead) [L.]	0 12 6	—	—	Nov. 1863
6000	Falcon Consols (copper), Breage [L.]	1 0 0	—	—	—
6000	Furze Hill Wood Cons., Bude [L.]	1 3 0	—	1 1/2 1 1/2 1 1/2	Sept. 1863
1028	Garden (tin), Morval [L.]	4 17 9	—	—	May, 1863
1024	Garidna Untd. (tin), Wendron [L.]	14 17 10	1 1/2	—	Oct. 1863
1000	Garreg (lead), Flint [L.]	5 11 6	—	—	Oct. 1863
4000	Gawton (copper), Tavistock [L.]	2 7 0	—	—	Oct. 1863
6000	Gen. Min. Co. for Ire. (cop.) [L.]	4 0 0	—	—	—
10000	Glasgow Caradon Cons. (cop.) [L.]	1 0 0	—	4 1/2 3 1/2 4 1/2	Fully paid.
4892	Gloginan (all-ld.) [1900 £12 1/2 pd., 2992 30s.]	—	—	2 1/2 3 1/2 3 1/2	Nov. 1863
6144	Gonarnes (copper), St. Cleer [L.]	4 0 0	—	—	—
4000	Goonbarrow & Molinsins (tin), [L.]	1 0 0	—	—	Sept. 1863
4000	Goonbarrow (cop.), Redruth [L.]	1 0 0	—	—	—
488	Gramb. & St. Aub. (cop.) [S.E.] [L.]	188 0 0	13	12 13	Nov. 1863
4000	Great Brian (cop.), Redruth [L.]	6 1 6	—	—	Sept. 1863
4096	Great Caradon (cop.), St. Ives [L.]	2 0 0	—	—	Sept. 1863
10000	Gt. Dev. & Red. [L.]	7200 30s. pd., 2800 50s. pd.]	—	—	—
15000	Gt. Laxey (lead), L. of Man [L.]	4 0 0	—	—	Fully paid.
4000	Great North Downs (copper), [L.]	3 0 0	—	—	Sept. 1863
4000	Gt. Retailack (all-ld., blende) [L.]	2 3 6	—	—	Sept. 1863
4000	Great Tregune Consols (cop.) [L.]	0 5 0	—	—	May, 1863
7730	Great Wh. Badden (tin), [L.]	13 14 6	—	4 1/2 3 1/2 4 1/2	April, 1863
4000	Gt. Wh. Bicy (cop., tin), Ken. [L.]	100 0 0	—	—	—
4000	Gt. Work (tin), St. Aust. [L.]	2 5 0	—	—	May, 1863
6918	Gwydry Park Cons., Llanrwst [L.]	1 0 3	—	—	Nov. 1863
4000	Harwood (id.), Durham [L.]	0 6 6	—	—	Nov. 1861
3000	Havan (id.), Cardigan [L.]	3 0 0	—	—	Oct. 1863
7219	Hawkmoor (tin, cop.) [S.E.] [L.]	3 6 6	—	—	Oct. 1863
4000	Hington Down (cop.), Calstock [L.]	5 9 6	—	2 1/2 2 1/2	Oct. 1862
10000	Holmbush [5000 £5 2s. pd., 5000 lds. pd.]	—	—	—	May, 1863
6000	Hillogan (tin and copper) [L.]	0 16 0	—	—	Mar. 1863
4000	Kewick (lead), Fortalice [L.]	1 0 0	—	—	Mar. 1862
6000	Lea (lead), Penrannhoes [L.]	2 13 6	—	—	Oct. 1863
3000	Lanivet (tin) [L.]	3000 lds. pd., 1000 30s. pd.]	—	—	Sept. 1863
1019	Leeds & St. Aubyn (tin, cop.) [L.]	17 6 4	—	—	Feb. 1862
663	Lelant Cons. (tin), Uny Lelant [L.]	35 0 0	—	—	Mar. 1863
240	Llangan (id.), Glamor. [L.]	15 0 0	—	—	July, 1863
4000	Llantwit Vardre (coal), [L.]	4 0 0	—	—	Dec. 1863
2000	Long Rake (lead), Flint [L.]	4 10 0	—	4 1/2	Oct. 1863
2000	Lower Park (id.), Denbigh [L.]	3 9 0	—	—	Sept. 1863
10000	Lower Talidras (late) [L.]	2 10 0	—	—	Aug. 1863
4000	Maullin (copper), Llanwithel [L.]	3 10 0	—	—	Oct. 1863
4480	Maryn (lead), [L.]	3 19 0	—	—	Oct. 1863
2000	Merryhead (lead) [L.]	0 12 0	—	—	May, 1860
3476	Michell (lead), Flint [L.]	0 6 6	—	—	April, 1863
3000	Minera Western Boundary [L.]	0 2 6	—	—	Sept. 1863
1024	Mill Pool (copper) Marazion [L.]	15 15 0	—	—	Jan. 1863
5000	Molland (cop., S. Moulton [L.]	2 9 6	—	—	Nov. 1862
1024	Nanglies (tin, copper), Ken. [L.]	15 0 0	31	29 30	Oct. 1863
8000	Nantes and Penrhaw [L.]	4 0 0	—	—	Fully paid.
4000	Nantes (lead) [L.]	—	—	—	—
6113	Nant Minera (lead), [L.]	5 2 0	—	—	Nov. 1863
6000	Nant-y-lago (id.), [L.]	3 17 6	—	—	May, 1863
2000	New East Birch Tor (tin) [L.]	0 2 6	—	—	—
3000	New Cornish [8000 £1 paid, 4000 2s. 6d. paid]	—	—	—	Sept. 1863
1000	N. Crow Hill (id.), St. Stephen [L.]	2 10 6	—	—	—
6514	New E. Russell (cop.), Tavistock [L.]	0 6 0	—	—	Oct. 1863
4000	Nether Heath (lead), Duffon [L.]	0 18 6	—	—	Oct. 1863
4000	New Hendra (tin, cop.), Breage [L.]	1 10 0	—	—	Aug. 1863
4000	New Pembroke (tin and cop.) [L.]	0 6 6	—	—	May, 1863
1024	N. Rosewarne (cop.), Gwintar [L.]	0 8 0	18	17 1/2 18 1/2	Sept. 1863
4000	N. S. Cawdor (cop., St. Aust. [L.]	3 18 0	—	—	Nov. 1863
9000	New Treleigh Consols, Redruth [L.]	1 18 0	—	—	July, 1863
1900	New Trevenen (tin), Wendron [L.]	5 7 0	—	—	July, 1863
1024	New Wendron (tin), Wendron [L.]	7 0 0	—	—	Jan. 1863
1024	New Wh. Grylls (tin, cop.) [L.]	2 1 6	—	—	May, 1863
6000	New Wheel Martha (cop.) [L.]	1 0 0	—	2 1/2 1 1/2 2 1/2	Fully paid.
6000	New Wheel Prospindick [L.]	0 9 6	—	—	Oct. 1863
4096	New Wheel Rose (lead) [L.]	0 5 0	—	—	Nov. 1863